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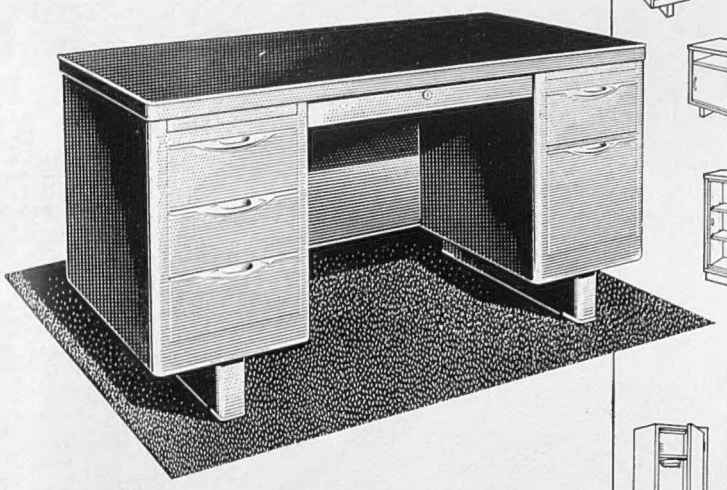

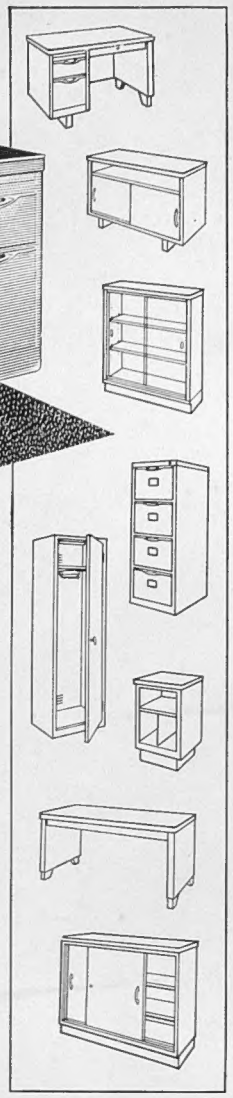

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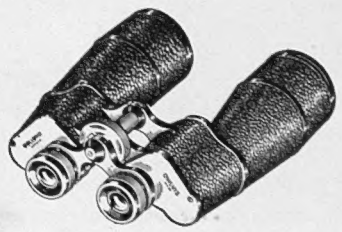

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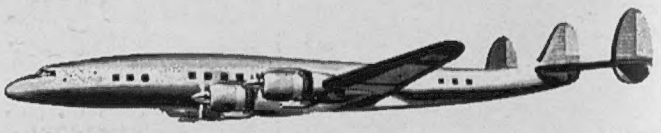
MISS LILY PONS: 4 WOMEN in 1

Petite Miss Pons is a compact composite of four people: Metropolitan Opera star, «do-it-now» businesswoman, fashion plate, and art collector. One of the world's most traveled women, she flew 180 000 miles during World War II entertaining troops. Still constantly traveling, she prefers Lockheed Super Constellations for their elegant decor, smooth flight, deep reclining chairs and gracious lounge. This year, French-born Miss Pons will fly to Rome on the NEW, even bigger and faster Lockheed luxury liner (Model 1649) . . . via LAI-Italian Airlines.



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Volume CCXXIX No. 2985

The SPHERE, London, June 15, 1957

The SPHERE

with which is incorporated THE GRAPHIC

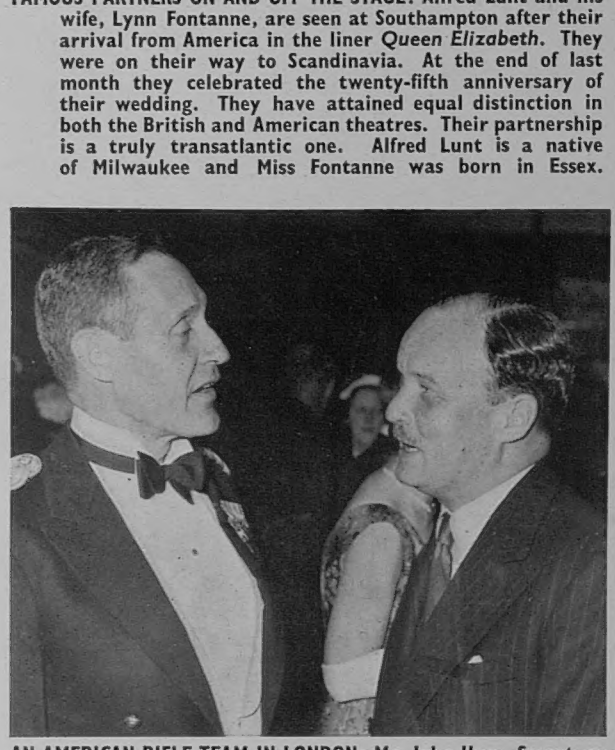
NEW EQUIPMENT FOR AIR-SEA RESCUE—A "SURVIVOR" IN HIS INFLATABLE DINGHY DURING AN R.A.F. EXERCISE: In the latest type S.S.3 dinghy he is comfortably enveloped in the inflatable canopy which preserves his body heat. The exercise area was at the mouth of the Humber Estuary. Officers from the R.A.F. Flying College at Manby jumped into the water carrying packs containing the dinghies. When they were floating on the sea, ships and aircraft searched for and rescued them.

The S.S.3 one-man dinghy replaces the K-type raft which saved hundreds of lives in the war. The new rescue equipment is carried in a pack, and is quickly inflated. It contains such improvements as an inflatable canopy for enclosing the body to preserve the body heat of the survivor and an air-cushioned floor. The exercise last week off the Lincolnshire coast demonstrated its value. A party of officers from the R.A.F. College at Manby was taken out to sea in launches and then "marooned" with the dinghies. Aircraft and rescue vessels came out to search for them and some were taken off by helicopters and others picked up by the ships. For one man the exercise was possibly too realistic. He was a newspaper correspondent who joined the officers in plunging with the equipment into the sea but as soon as he was in the water he found himself in difficulties. First of all his Mae West would not inflate and, secondly, he could not get the air into his dinghy. He was helped in his predicament by an instructor from the College who had also taken the jump. After half an hour's buffeting by the heavy seas the correspondent was picked up by a Royal Air Force rescue launch.

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

VISITORS TO BRITAIN

FAMOUS PARTNERS ON AND OFF THE STAGE: Alfred Lunt and his wife, Lynn Fontanne, are seen at Southampton after their arrival from America in the liner *Queen Elizabeth*. They were on their way to Scandinavia. At the end of last month they celebrated the twenty-fifth anniversary of their wedding. They have attained equal distinction in both the British and American theatres. Their partnership is a truly transatlantic one. Alfred Lunt is a native of Milwaukee and Miss Fontanne was born in Essex.



AN AMERICAN RIFLE TEAM IN LONDON: Mr. John Hare, Secretary for War, talks with Colonel Harry Disston, Commanding Officer of the Seventh Regiment, New York National Guard, at a reception given by the Queen's Westminsters (K.R.R.C.), T.A., in London. Last week-end the rifle team of the Seventh Regiment was to meet the team of the Queen's Westminsters in a shooting match at Bisley for the Sir Howard Vincent International Challenge Shield.

THE GOVERNOR-GENERAL OF SOUTH AFRICA ARRIVES FOR A HOLIDAY: Dr. Jansen and his wife reach Southampton in the *Pretoria Castle*. The day of their arrival was Union Day, and the Governor-General and Mrs. Jansen went straight to London, where they attended a reception at South Africa House. Afterwards they started on the three-month holiday which they are spending in this country.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 1*s.* 6*d.,* 6 *months and Christmas Number,* £3 3*s.; 6 months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d. (or* $16), £2 19*s.* 6*d. and* £2 15*s.; and for elsewhere Overseas* £5 19*s.* ($16.50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

A London Newsletter

195-198, STRAND, W.C.2.

If They Hear Not the Prophets . . .

—Two thousand American scientists have addressed to all Governments, to Congress and to their President, a reasoned appeal to end bomb tests. The appeal was drafted by a Nobel Prize-winner in the field of radiation studies. They declare that if these tests continue, real danger will exist to the coming generations and that this new armaments race will follow the pattern of all such races and may well precipitate by some irresponsible hand the nuclear war these tests are carried out to prevent. We can all make up our minds about the second risk. The pages of history are open to us. The nuclear scientists and physicists and chemists should know better than politicians the risks inherent in their discoveries. If they find those risks so great and real that they abhor their own works, then indeed world statesmen, if they disregard their warning, are condemned out of hand at the bar of Heaven and of world opinion. The most important fact I learned from Alanbrooke's diaries was that, though the greatest of war leaders prided himself on his military genius as an amateur, yet in the end he hardly ever disregarded the advice of his military experts, grumble as he might. Can Eisenhower, in the face of *his* experts, prefer his own opinions to theirs ? Dare he take the risks they point out as likely to affect posterity in two such terrible eventualities ? The very experts who have forged his sword are not prepared to let humanity perish by the sword.

Defeat Better than H-bomb War.

—Dr. Greer, of Manchester, launched no bombshell (except for those who read only headlines) when he told his Diocesan Conference that it would be better to be defeated than to engage in H-bomb warfare. His argument in full was common sense, not defeatism. The H-bomb is not a weapon but a plague, more deadly than the bubonic. He did not advocate the immediate renunciation of all nuclear weapons, but only of the H-bomb. Some nation must give a lead, make the great act of faith. He hoped it might be Britain. And so, indeed, did I. Why ? Because if H-bomb warfare came, defeat is certain for all, the victors and the vanquished. Those who take this sword one and all will perish by the sword, and there can be no additional defeat from an act of faith. All will be defeated, and those who made the great renunciation might die with greater dignity and peace. But our leaders don't see it that way. In the name of freedom they drive on to the crater's edge, in the belief that humanity will be kept from the crater when their faces are scorched by the hell-fire. But the margin is narrow and there 's many a slip on the crumbling edge. Those who take the sword, do they ever escape from their doom ? Napoleon died miserably in his stuffy island ; the Kaiser in his villa on alien soil ; Mussolini squealing, Hitler blaspheming in his bunker. The world certainly needs a leader with the courage to lead it in a great renunciation and bring it back to decency, dignity and plain common sense.

Payment for the Job.

—I still doubt whether the time is appropriate for giving M.P.s the salaries and expenses they consider they deserve from us. Of course, it is always pleasant to find both sides of the House, so often bitterly divided, united in perfect fraternity on a vital issue. Again, some may argue, what better moment to choose than immediately following a " gentleman's agreement " by the workers in certain industries not to press for higher pay for a year ? On the other hand, a gentleman's agreement is apt to break down in an ungentlemanly way if some gentlemen appear to be pulling a fast one. The parable of the labourers in the vineyard comes into play again. The age we live in and try to survive in demands the enterprise of the best brains we have to be devoted to industry. We must tempt them to work for us with handsome rewards. The boards of the nationalised industries and of the vital industries generally must be recruited with these rarities and only big money can tempt them in. That, no doubt, is why nationalised industries and services are not yet quite first rate, and production and exports might still be improved. Those who listen to Parliamentary debates or read *Hansard* or assess the value to themselves of their own M.P.s must sometimes wonder whether rewarding adequately the brains of those who make our laws is the best or the only way to convert public opinion into accepting the principle that the best brains must be tempted to work for the country with larger bribes. But that first step should certainly stimulate both managements and men to expect such bribes. Brainy men in industry and in Parliament are accepted, then, as essential for our survival in this material age. Religion, the arts, medicine and many other features of a more ancient civilisation must wait their turn. First things first. But I wonder if M.P.s even now are rightly placed first on the list for relief. I still hope it may not prove to be so.

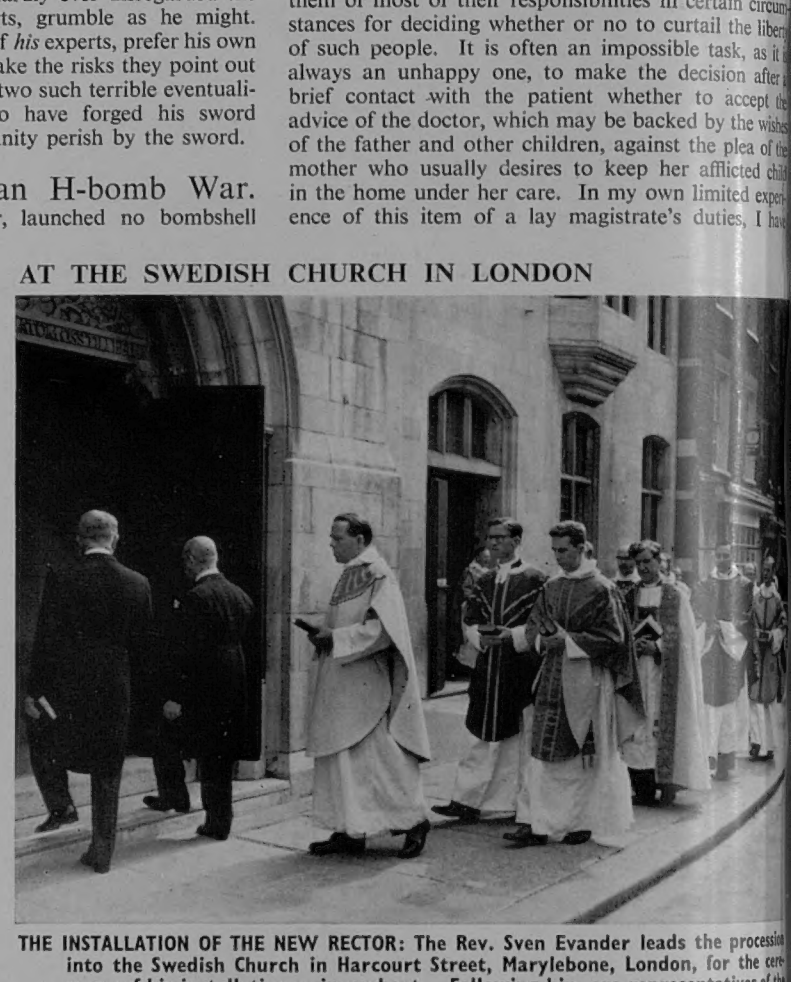
Mental Health Report.

—The Royal Commission on Mental Health proposed fundamental reforms in the existing laws on mental illness and deficiency. Some of those laws are old enough to be tinged with almost medieval notions of a civilised State's responsibility towards the mentally sick. I fancy that most lay magistrates will be thankful if any reforms relieve them of most of their responsibilities in certain circumstances for deciding whether or no to curtail the liberty of such people. It is often an impossible task, as it is always an unhappy one, to make the decision after a brief contact with the patient whether to accept the advice of the doctor, which may be backed by the wishes of the father and other children, against the plea of the mother who usually desires to keep her afflicted child in the home under her care. In my own limited experience of this item of a lay magistrate's duties, I have sometimes found that the doctor's advice (so backed by the father and other children) has been too forcefully exerted against the mother's wishes, and it has been painfully obvious where the patient's hopes lay. It is a responsibility too great to put upon a layman after a single examination usually lasting less than a half-hour, and I hope he may be relieved of it ; for each decision invariably leaves doubt in the magistrate's mind and grief or resentment in the minds of some of the parties concerned. But it may be that when reforms come about, the lay magistrate may find himself charged with new duties no less responsible. If so, he should be trained to carry them out. In the past, he has had no adequate instruction.

The Roads of Britain.

—Perhaps by 1970 some of our road problems will be solved. The private helicopter may help to relieve the roads, the new roads and by-passes already conceded may be working. The Government may in a year or two become autobahn-minded and decide to tackle the problem seriously. But by 1960 we may expect chaos piled on chaos. For home car production is once more stepped-up and the new models are admired for their increased speed potentials, and the proportion of the adult population which can afford a car and regard it as a necessity is increasing. Within a week of the ending of petrol rationing, it became difficult to be early enough to find a parking-space in Hyde Park, the roads to the coast at week-end peak hours were as congested as ever. August 1957 should give us a faint idea of what congestion on the roads of Britain may be in August 1960. And then

AT THE SWEDISH CHURCH IN LONDON



THE INSTALLATION OF THE NEW RECTOR: The Rev. Sven Evander leads the procession into the Swedish Church in Harcourt Street, Marylebone, London, for the ceremony of his installation as incumbent. Following him are representatives of the Scandinavian Churches in England. The installation was performed by Dr. Torsten Ysander, the Bishop of Linkoping. Among those in the church were the Swedish Ambassador, Hr. Gunnar Hägglöf, and representatives of the Church of England.

idea may well frighten all concerned in planning, building, buying and driving cars. All who cry out for a resolute tackling of the problem of good motor roads for Britain scout the objection that this small island, which needs every available rood for food production, cannot spare more acreage for trunk roads. They declare that Belgium and Holland, more densely populated than Britain, can do it. They forget that we are islanders and, if slightly less densely populated, are proportionately incomparably more car-minded. But let the Government risk our food supplies and multiply autobahns before 1970 ; I don't think it will solve the problem of road congestion unless we all switch to the air or give up motoring because no beauty spot remains worth a visit.

Thin End of the Wedge.—No doubt fox-hunting is under fire by the anti-blood sport organisations, and no doubt also the ancient sport is going through difficult times from other causes, economic and agricultural. It costs a deal of money and tact and thought to keep a country in a semblance of the happy state which foxhunters enjoyed for the best part of 200 years. In the shires they somehow manage to retain the image. In the provinces it sometimes is but a pale shadow, with tiny " fields " trotting along closely-wired roads in country in which shooters are acquitted in advance for the crime of shooting foxes with which the hunt cannot cope. Some masters, even in the shires, realise that concessions must be made even to the humanitarians. One recently admitted that they would have to give up blooding the children and breaking up foxes for pads and brushes. Humane killers have already been introduced here and there to deal with foxes that go to ground. But Lord Fitzwilliam hopes to carry on all the old traditions for many years to come. Blooding and breaking-up cannot be said to be " cruel." The victim is already dead. The humanitarians are root-and-branch abolitionists of hunting and merely regard such concessions as an indication of ultimate success. It may be that when they have achieved their purpose, they will start another and even wider campaign to abolish the present remarkable wave of cruelty by men towards men.

Cold Feet.—" An eminent personage in the boot and shoe business " recently gave out a pronouncement which enabled *The Times* to write one of its pleasant fourth articles. He said that every year Britons spend countless tons of coal in trying to keep their toes warm and that they could do it more cheaply and efficiently by buying shoes adapted to that desirable end. The subject may not be regarded as topical to-day by the young and those blessed with good circulation. With me it is a subject always topical, and I want to contact that pundit. If this *cri du cœur* should meet his eye, he has a ready customer. Where are those shoes which will keep my feet warm in summer, let alone in winter ? Of what material are they composed, how shaped, how nourished ? Reply, reply. If they are shaped like window-boxes and cost the earth, I am a buyer, if I must sell all I have to own them. It is no use to offer me fur-lined shoes or thigh-boots ; flannel, felt and insulated wool are proved ineffective. Electrical heating appliances are clearly not in his mind, and anyway are inappropriate for daily use out of doors. Medicated soles are about as effective as deep-freeze boxes. What is his secret ? I will pay through the toes to learn it.

"All Gas and Gaiters."—Archdeacon Grantly would never have jibbed at wearing gaiters. Pomp and circumstance were meat and drink to him. But then, he lived in a leisurely and dignified age and often rode to hounds. Now church prelates are beginning to jib at their uniform because it is out of date, conspicuous and inconvenient. Here is an example of the Church taking a lead in tackling modern social problems. We live in an age of aeroplanes and streamlined cars. The horse is no longer a means or sole means of transport, and planes and low-roofed cars are not convenient for tall hats and tails, and men who wear them in such circumstances look confoundedly foolish and crumpled. Nothing, of course, can cure the slavish thraldom to Savile Row convention by " men about town." They remain as terrified of being wrongly dressed as the vainest of women, but one might expect a little common sense in rural areas. I watched the other day the wedding of a farmer's daughter in the depths of the country. It was well-attended, and from a score of Land-Rovers and brakes emerged the neighbouring farmers, all *cap-à-pie* in tails and grey or black toppers, some crumpled or battered on the journey, a form of dress strangely contrasting with the farmyard and noted with surprise by the animals. A neighbouring squire who had thought it tactful and proper to appear in what the tailors call a " lounge " suit felt that he had let the show down and sneaked in with his lack of tails between his legs. I had pinned my faith on the countrymen to outlaw this tiresome, ridiculous, outworn convention of pre-war days. Now I fall back on the Church.

THE OLD STAGER

THE QUEEN MAKES HER FIRST FLIGHT IN A COMET

ARRIVING IN LONDON AFTER FLYING AT 450 M.P.H.: The Queen, followed by Prince Philip, alights from a Comet II of R.A.F. Transport Command at London Airport. Earlier in the day she and the Duke had flown in the Comet from Marham, near Sandringham, to the Royal Air Force Station at Leuchars, in Fifeshire. On the flight they reached 450 m.p.h. At Leuchars they saw some of Britain's latest guided missiles, including the Fire-streak air-to-air weapon and the Bloodhound, the R.A.F.'s first ground-to-air missile. They also inspected a number of aircraft and, in the picture on the left, Her Majesty is seen examining the cockpit of a P.1 fighter. In presenting a standard to No. 43 Squadron, the Queen recalled that the squadron could boast of thirty-four years' flying, in spite of two periods when it was disbanded. After lunch the Royal visitors watched a display of aerobatics and a fly-past, and inspected radar and other equipment. Finally, they toured the married quarters of the station. The Queen visited the home of Sergeant Harry Smith and his wife. Then Her Majesty and the Prince went aboard the Comet again and flew to London. During the journey the Queen sat in the second pilot's seat. From London Airport they drove to Windsor.

THE FOURTH OF JUNE AT ETON

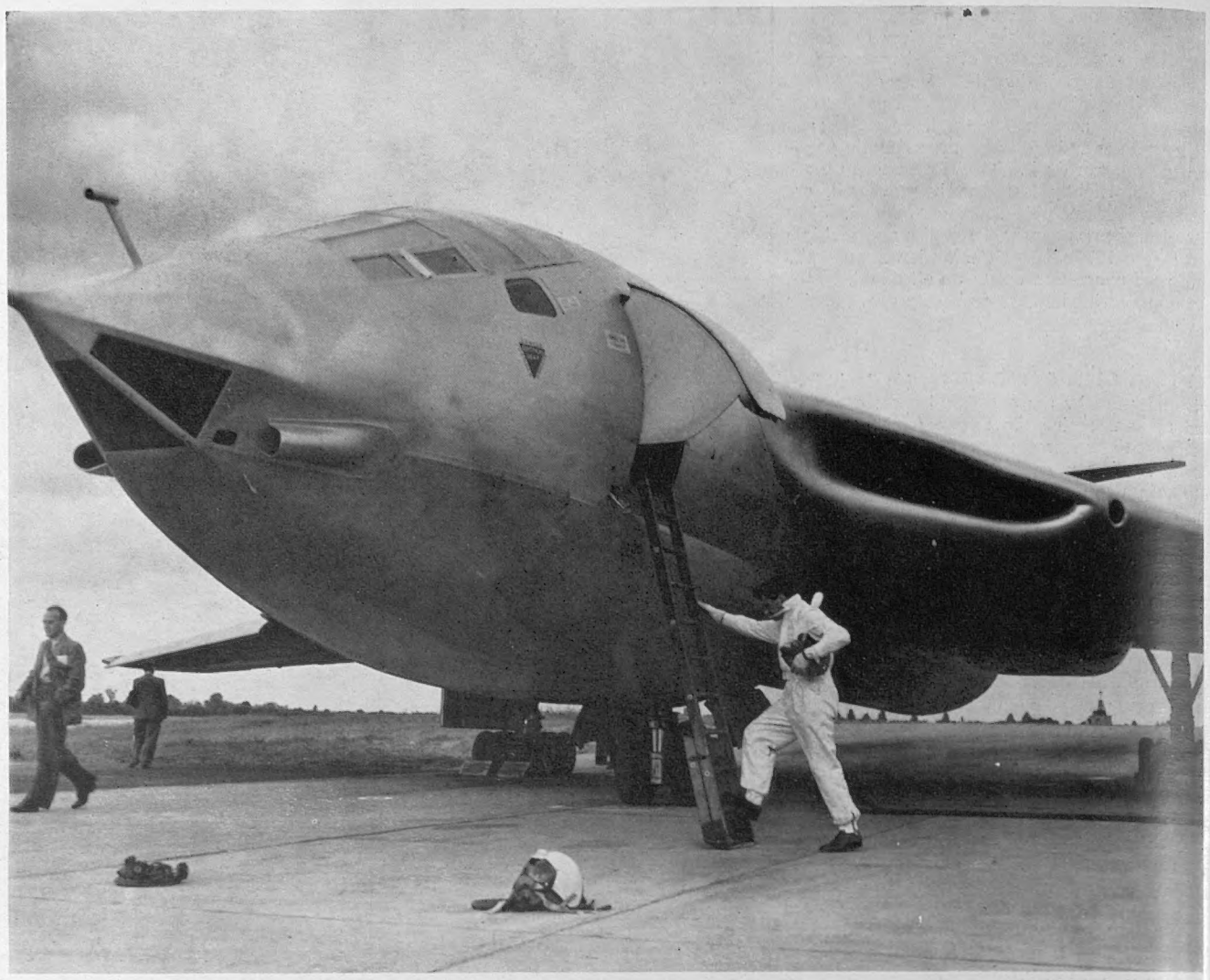
CRICKET ON AGAR'S PLOUGH : Boys with parents and friends stand and sit by the ground on the Fourth of June at Eton. The match between the school and the Eton Ramblers is in progress. The result of the game was a draw. In the morning, as usual, there were speeches in Upper School and in the evening the Procession of Boats and firework display. Among the visitors were the Duke and Duchess of Gloucester and the Duchess of Kent.

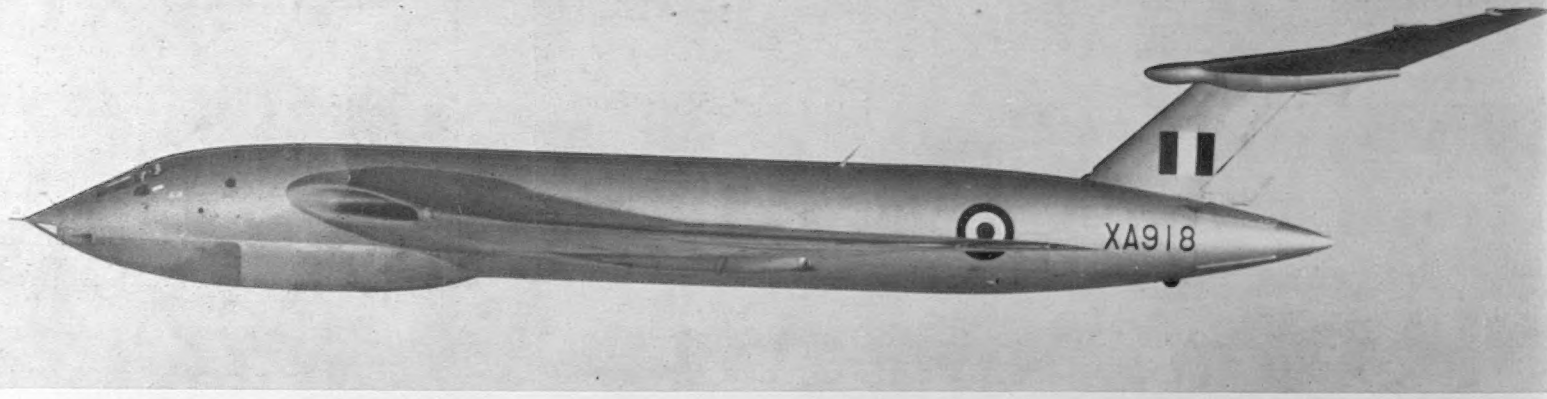
FASTER THAN SOUND

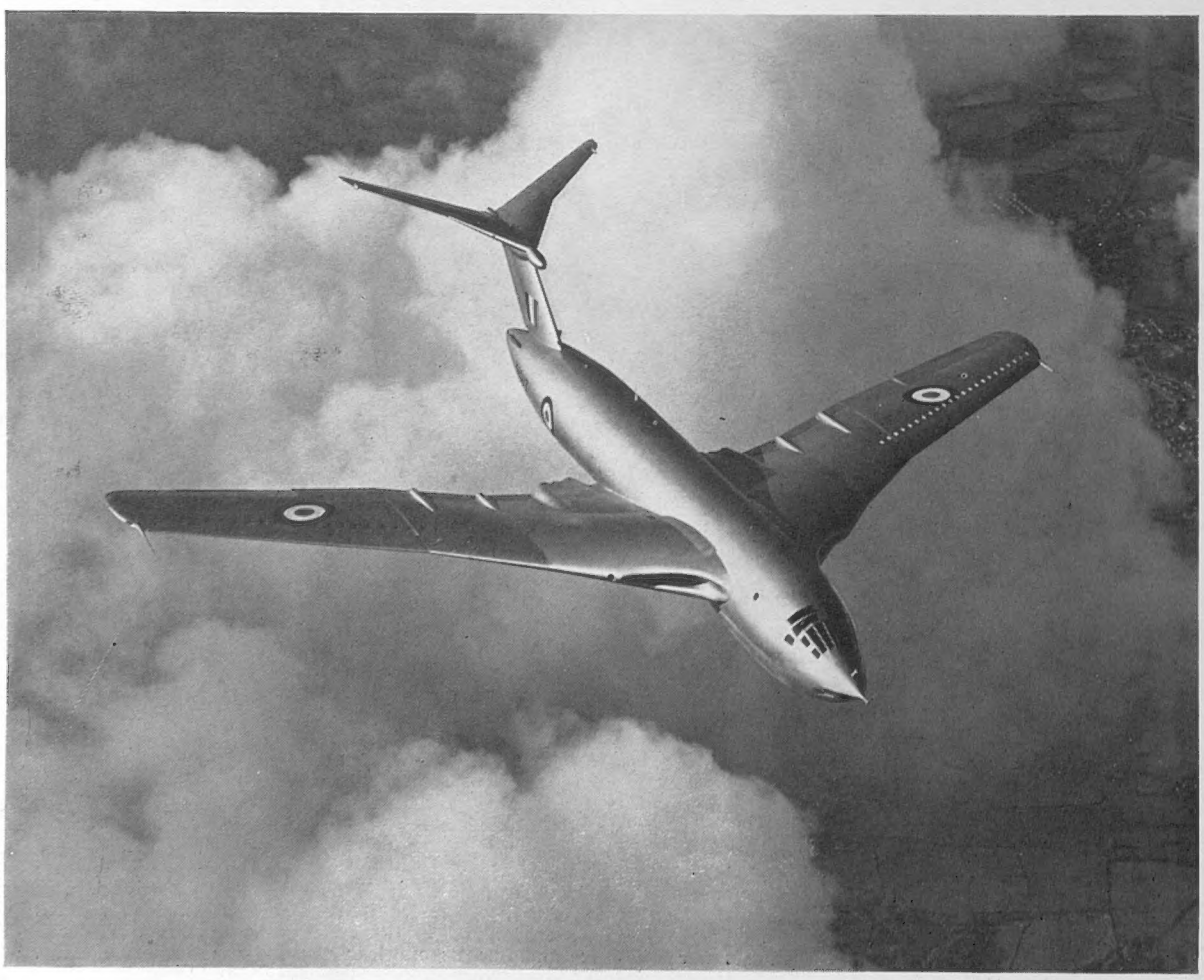
A Handley Page Victor Breaks the Sound Barrier

On right—

BRITAIN'S FOUR-JET CRESCENT-WING BOMBER HAS FLOWN THROUGH THE SOUND BARRIER: Flight-Lieutenant J. W. Allam climbs into a Handley Page Victor of the type which recently flew faster than sound. At the time of the achievement Flight-Lieutenant Allam, one of the test pilots of Handley Page Ltd., was flying Victor XA 917 on a normal test flight. The Victor is now believed to be the largest military aircraft to have flown through the barrier. Flight-Lieutenant Allam, who was accompanied by two observers, said that he knew he was going fast. At one stage of his flight—after his attention had been diverted elsewhere for a moment—he saw that he had more than Mach 1 on the clock, the instrument which shows the aircraft's speed in relation to sonic speed. "As the controls were perfectly normal and the aircraft behaved in its customary stable manner, I wondered whether my Machmeter was a little fast." He estimated that they reached a speed about 15 m.p.h. above that of sound, which meant that the aircraft would have been flying at about 675 m.p.h. Although they were told not to fly faster than sound, the present series of tests required that they flew extraordinarily close to the sound barrier, "and this just happened."







A VICTOR IN FLIGHT: It is the same type as the Victor XA 917, which is seen in the picture *on the left*. The Victor is due to enter service with the Royal Air Force later this year.

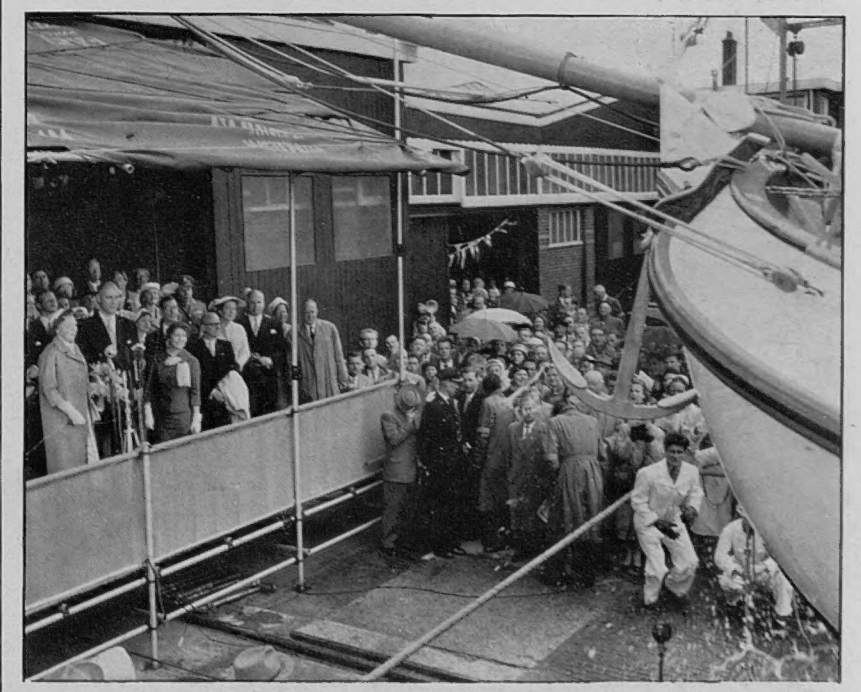
THE TEST PILOT WHO MADE HISTORY: Flight-Lieutenant Allam has been test pilot with Handley Page since 1954. Before then he had served for eleven years with the R.A.F.

THE NEWS IN PICTURES

THE FIRST SEA LORD VISITS STOWE SCHOOL, BUCKINGHAMSHIRE: Admiral of the Fleet Earl Mountbatten is in conversation with the Headmaster, Mr. E. V. Reynolds, following his arrival by helicopter. During his visit to the school Earl Mountbatten inspected the Combined Cadet Force.

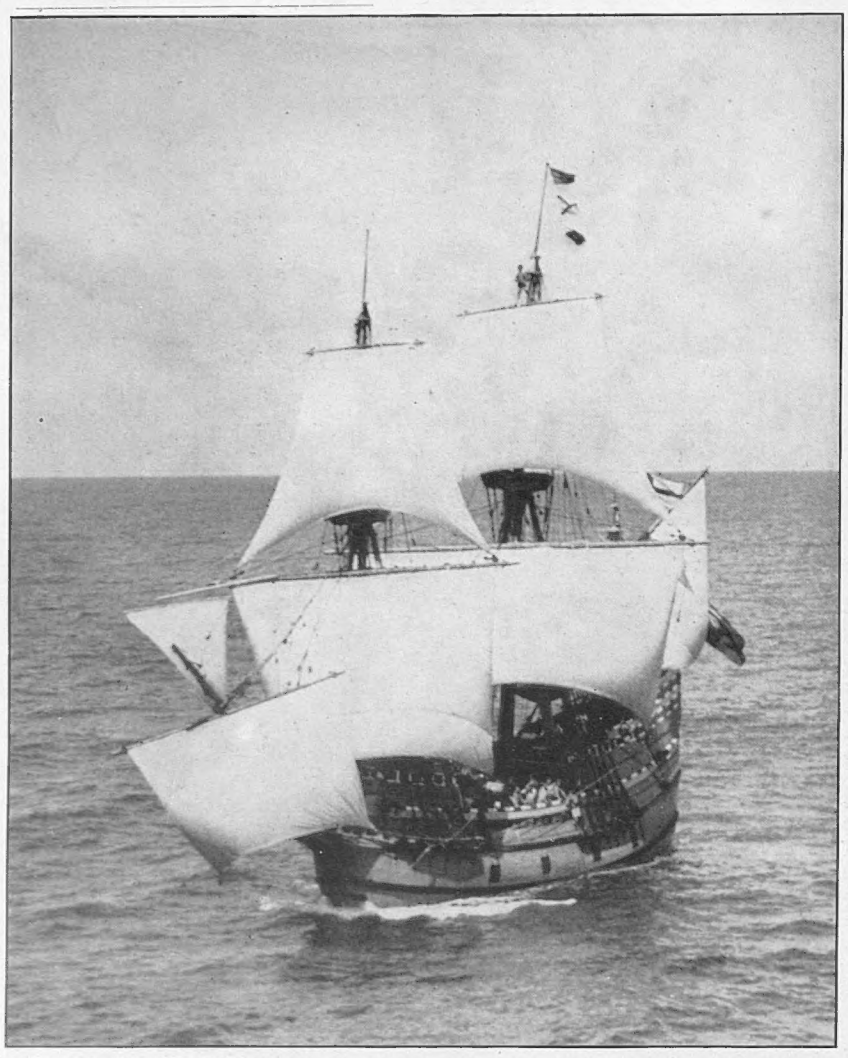
A ROYAL CRUISE AT SOUTHAMPTON: Princess Margaret peers from the cabin of the launch *Fanny Rosa* as she leaves Southampton to cross Southampton Water to open the first half of Marchwood's mammoth power station, and to unveil a commemorative plaque. The new power station will be fully operational by 1959, when it will supply a total of 480,000 kilowatts to the national grid.

PRINCESS MARGARET IN COVENTRY: Her Royal Highness stands in front of the ruined altar as she tours the ruins of the old Cathedral during her visit to the city. She is accompanied by the Bishop (on right), the Right Rev. C. K. N. Bardsley ; the Provost of the Cathedral, the Very Rev. R. T. Howard, and the Lord Mayor, Alderman Mrs. P. M. Hyde. The Princess later saw the progress in the construction of the new Cathedral. She was also shown other examples of reconstruction elsewhere in the city. After luncheon at the Council House, the Princess went to the Tile Hill Housing Estate to visit a four-bedroomed house ; a Corporation old people's home, and to attend the Dedication of St. Oswald's Church. This is one of three new "concrete and glass" churches designed by Professor Basil Spence for the city's housing estates. The three churches are similar in design. Each building, including a parish hall, costs between £15,000 and £16,000, which is about half the price of the usual brick-built church.



AN EIGHTEENTH-BIRTHDAY PRESENT FOR A DUTCH PRINCESS: Princess Beatrix (standing at the microphones) watches from the dais as the yacht *De Groene Draeck* begins to slide down the slipway at the launching ceremony at an Amsterdam shipyard. The yacht has been given to the Princess as an eighteenth-birthday present from the people of the Netherlands. *On left*—Dressed overall, the yacht enters the water.

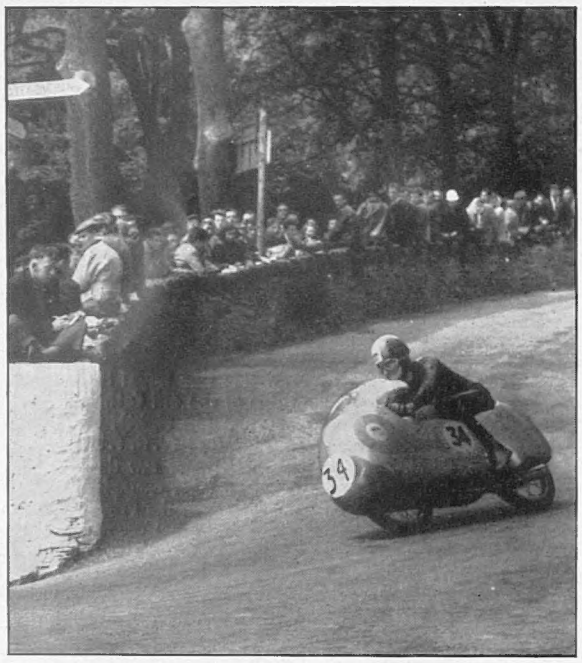
THE NEWS IN PICTURES

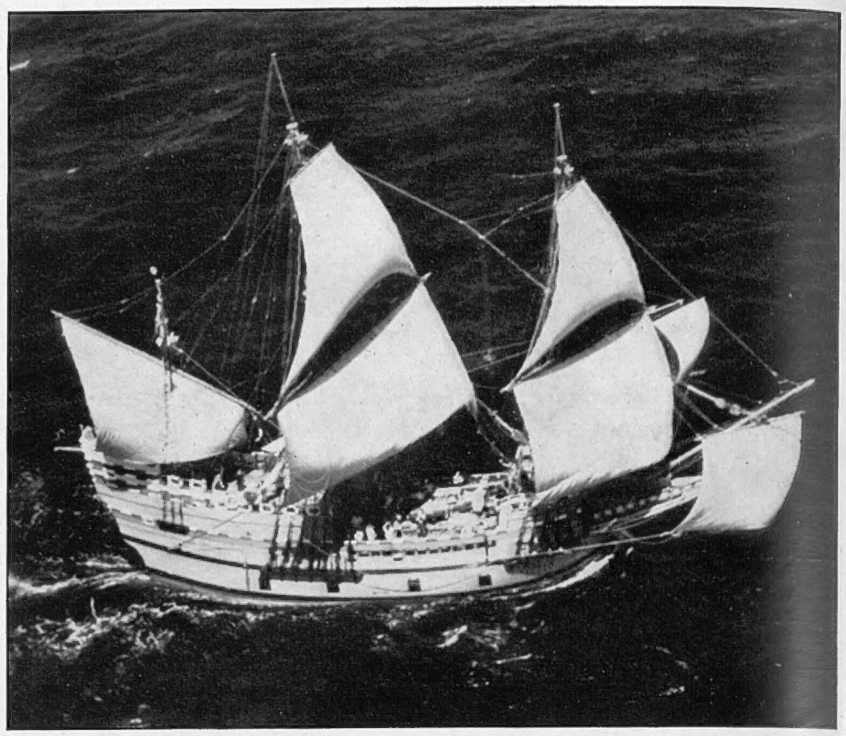


SAILING ACROSS THE ATLANTIC: *Mayflower II* is under full sail as she rides through the Atlantic on her historic voyage from Plymouth, in Devon, to Plymouth, in Massachusetts, U.S.A. In spite of having to take a longer course than anticipated and sailing far to the south before turning to cross the ocean, the ship was expected to arrive on time in the United States.

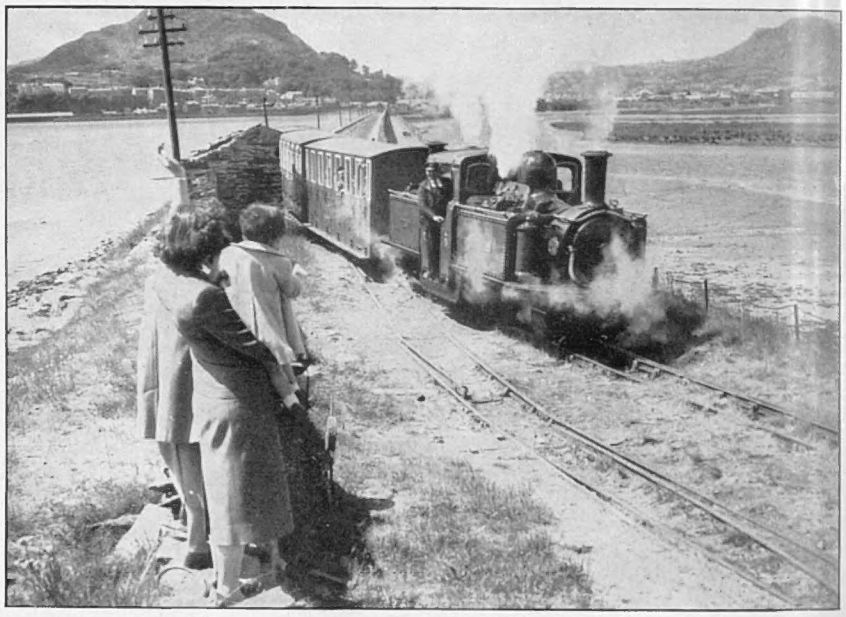
On right—

AN ITALIAN WINNER IN THE T.T. RACES: Tarquinio Provini, on a 124-c.c. Mondial, takes the hairpin bend at Governor's Bridge during the Ultra Lightweight International Tourist Trophy Race on the Isle of Man. Provini won with an average speed of 73·69 m.p.h. C. C. Sandford, also on a Mondial, won the Lightweight Race. Germans, with B.M.W.s, took first three places in the side-car race.

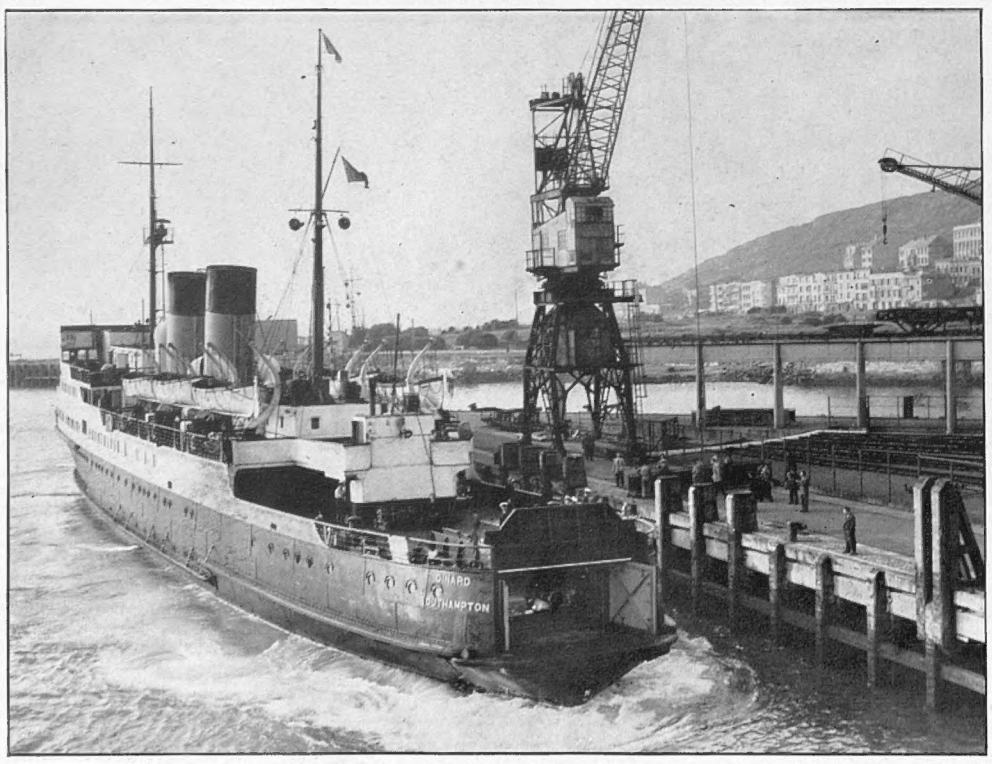


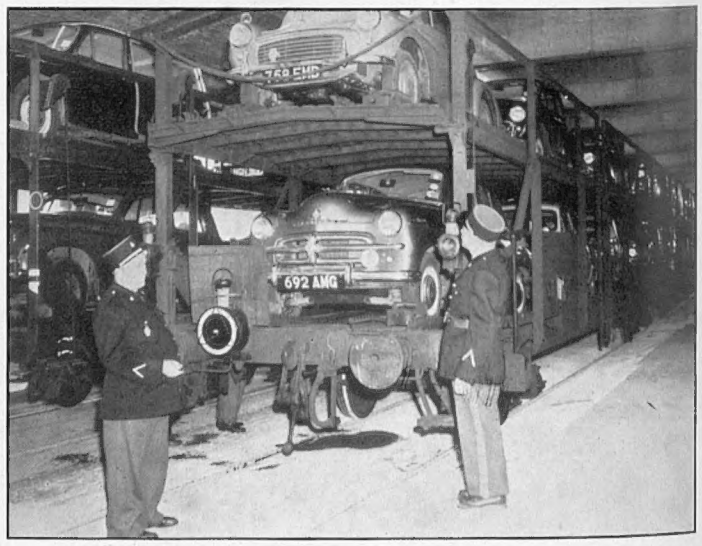


"MAYFLOWER II" NEARS THE END OF HER VOYAGE: When this picture was taken the replica of the Pilgrim Fathers' ship was 200 miles south-west of Bermuda. Towards the end of last week Commander Villiers, her Captain, reported that she was doing seven knots and that they were between 500 and 600 miles from land. With favourable winds he hoped to reach Plymouth, Massachusetts, by the middle of this week according to schedule. *Mayflower II* is being given to the people of America by the people of Britain as a symbol of their permanent friendship. Various ships have sighted her during her transatlantic voyage and exchanged greetings. Three vessels of the Royal Navy—the aircraft-carrier *Ark Royal* and the Daring-class destroyers *Duchess* and *Diamond*—were expecting to see her last week-end. They were on their way to the American naval review at Hampton Roads, Virginia, and to participate in an Anglo-American naval-air exercise.



A WELSH RAILWAY REOPENED: The first train for twenty years leaves Portmadoc, in Carnarvonshire, for Festiniog. This line, which runs through 27 miles of superb scenery, was reopened last week. The driver of the minute engine at the formal reopening was Mr. Bill Hoole, a regular driver of the Royal Scot, who went to Portmadoc for the occasion. Many of the passengers in the coaches were children.





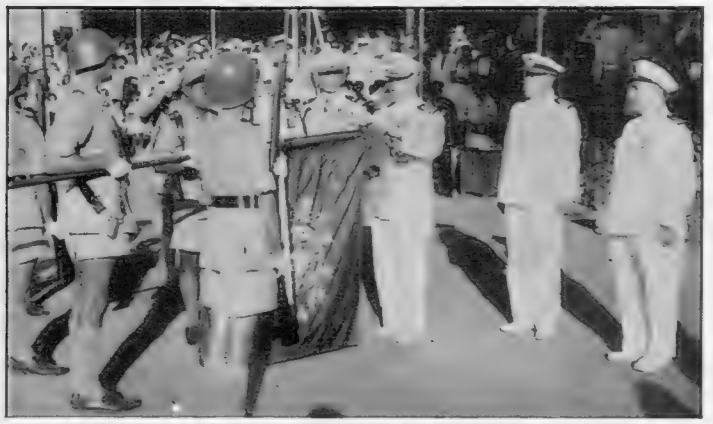
A TRAIN FOR CARS IN FRANCE: Vehicles have been unloaded from a car ferry at Boulogne into the wagons which form part of a special train for drivers, passengers and the cars. It has sleeping coaches and its route is from the Channel coast to Lyons. This is an excellent point from which the cars can start on Continental tours. The purpose of the train is to lessen the pressure of traffic on the roads in and around Paris. *On left*—A car ferry from Dover berths at Boulogne. The service runs three times a week, the train leaving Boulogne at 9 p.m. and reaching Lyons at 8 a.m. next day. French Railways anticipate many British visitors will use it this summer.

THE NEWS IN PICTURES

VIOLENCE CONTINUES IN ALGERIA: Crowds gather in a street in Algiers after three time-bombs had exploded and killed eight people and injured over eighty others. Two of the bombs were placed in the iron bases of lamp posts and the third left in a linen bag near a bus stop. They were timed to go off during the rush hour. This is only one of the many outrages which have been perpetrated by terrorists in Algeria since the massacre at Melouza at the end of last month. Attacks have also been made on individuals, both Algerians and French, in Metropolitan France.

RETURNING TO ALGERIA TO AVENGE THE MASSACRE: Wearing uniform, a party of Algerians arrives at an airfield near Nanterre to fly to Algeria. They were some of 200 Algerians working in the district who volunteered to return home and fight to avenge the massacre at Melouza. The picture illustrates the important point that by no means all Algerians are opposed to France in their country. Indeed, the most violent of the attacks made by the terrorists of the National Liberation Front have been against their fellow Muslims.

TRANSPORT STRIKE IN CALCUTTA: Children join in the attempts to stop private vehicles replacing public transport during the recent strike of transport workers in the Indian city. The strikers were protesting against the Indian Government's new taxation proposals which, they claim, will lead to an all-round increase in the prices of essential goods. Speaking last month in Parliament, Mr. Nehru declared that the taxes were necessary if the country was to support itself and not depend on outside aid.



AN HONOUR FOR THE PORTUGUESE POLICE IN GOA: General Guedes, Governor-General of Portuguese India, pins the order of the Tower and Sword on a police flag. This military decoration has been awarded to the police of Portuguese India for "valour, merit and devotion to duty" in the face of threats from India during the past three years. The situation between the Indians and the Portuguese is still very tense, and New Delhi is keeping up continued propaganda against Goa.

MARSHAL BULGANIN AND MR. KHRUSHCHEV IN FINLAND: The Soviet Prime Minister and the Secretary-General of the Communist Party are accompanied by Mr. Sukselainen, the Finnish Prime Minister, outside the railway station in Helsinki. On their arrival for their visit to Finland, the Soviet leaders were given an unenthusiastic welcome. The Finns in the last two wars have lost 13 per cent. of their land to Russia.

MR. SELWYN LLOYD IN KARACHI: The British Foreign Secretary lays a wreath on the shrine of the Quaid-i-Azam Mohammed Ali Jinnah, the founder of Pakistan, during his visit to Karachi for the Baghdad Pact Conference. The members of the Pact are Great Britain, Pakistan, Turkey, Persia and Iraq. The United States is a member of the military, economic and counter-subversion committees. A statement issued after the conference declared that the Pact "has emerged as an important element for world peace and security and events have proved its solidarity."

THE NEWS IN PICTURES

TRAGEDY AT KEMPTEN: The scene near the bridge over the swiftly flowing River Iller, below Kempten, in the Allgäu, South Germany, while a search was being made for the fifteen bodies of a party of airborne troops who were drowned after being ordered by an N.C.O. to march across the river. Four divers were employed, but were badly handicapped by the force of the current. Early this month, the party of West German airborne troops was on manœuvres when a corporal was alleged to have led them across the river. He reached the further bank, while his senior watched from the bridge. At the crossing point, the water was only 3 ft. deep but the men were rapidly carried downstream into depths of 10 ft. Nineteen were carried down river, their heavy equipment hampering their struggles and rubber boots allowing little purchase on the rocky river bottom. Fourteen members of the detachment, who remained ashore, tried to rescue them but fifteen died and four were taken to hospital. The N.C.O.s were put under arrest and a high-level inquiry is being made. Major Genz, commander of the 19th Airborne Bat., took charge of the search parties.

On right—
VISITING THE SCENE OF THE DISASTER: Lieut.-General Heusinger, accompanies Herr Strauss, the Defence Minister, to the bridge near which the tragedy occurred. Herr Strauss cancelled all army celebrations of his wedding, which took place the following day.

FORMER GRAND ADMIRALS OF THE GERMAN NAVY REMEMBER THE FALLEN OF TWO WORLD WARS: Karl Doenitz (left) and Erich Raeder (centre), with his wife, are seen leaving Christ Church in the German North Sea port of Wilhelmshaven. They had been taking part in the ceremonies connected with the dedication of a naval memorial to the men of all nations who were killed at sea in both world wars. A guard of honour is formed by boys of a local Sailors' Association. Both Admiral Doenitz and Adminal Raeder were former Grand Admirals of the German Navy.

FLOOD DAMAGE IN TEXAS: Water, rushing over the spillway of Lake Texoma into Shawnee Creek, at Denison, has washed away supports for this bridge. It is on a spur leading from Denison Dam powerhouse. The bridge was expected to give way shortly after the photograph was taken.

THE FURY OF THE FLOODS: Raging out of control, flood waters of the South Peace River have twisted this railway bridge out of shape near Roaring Springs, in Texas. The severe flooding followed renewed rainstorms which struck Texas and Oklahoma at the beginning of the month. Most of the already swollen rivers in the two States were at flood stage or above. More than a dozen railway bridges were destroyed. The States have suffered severe damage from flooding during the past two months.

ANNIVERSARY IN ITALY

Parades Mark the Celebration of Republic Day

On left—

TANKS IN ROME: Spectators look down from an archway in the Colosseum on tanks passing the dense crowds on the Via Dell' Imperio. This was one of the military parades held throughout Italy at the beginning of this month to mark the eleventh anniversary of the founding of the Italian Republic. In the capital, 9,000 troops took part and jet aircraft roared overhead in salute. It was on June 2, 1946, that a general election was held with a referendum on the question of continuation of the Monarchy or the establishment of a Republic. By a majority of 2,000,000 votes Italy decided for a Republic and the Royal Family left the country. Eighteen months later the Constituent Assembly approved the new Constitution. Its first article lays down that " Italy is a Democratic Republic founded on work. Sovereignty belongs to the people, who exercise it in the forms and within the limits of the Constitution."

MOTORISED AND MARCHING COLUMNS IN MILAN: This was another of the Republic Day parades which showed the military strength of modern Italy.

SALUTES FOR THE PRESIDENT: Tanks reach the dais in Rome on which Signor Gronchi, President of Italy, takes the salute. On the day of the parade a complaint was tabled in the Senate that the Head of the State had not respected the Constitution in the current Government crisis.

BERSAGLIERI ON PARADE: They are marching at their traditional trot with their rifles at the trail in Milan. Their helmets, with drooping plumes of black cocks' feathers, are worn at a variety of angles on their heads.

THE WATERFRONT OF THE RIVER OF SINGAPORE : Craft line the side of Boat Quay, behind which runs a row of low buildings. It is the most crowded, most confused and one of the most wealthy business areas in Singapore. For behind some of these whitewashed fronts are offices where clerks keep records of a considerable proportion of the vast business that pours into Singapore, the clearing-house for South-East Asia's abundance. Deals can be made from the river in almost any kind of commodity

SINGAPORE RIVER

Along the Crowded, Bustling Stretch of Water Passes Essential Trade for the Colony's Wealth

The Singapore River has been described as the maritime life-line of the Colony. For two miles it is always crowded and never quiet, and along its banks are lines of offices in which a vital part of the local trade is transacted. The craft on the water are mostly tongkangs, Chinese vessels of shallow draught, unattractive to look at but invaluable for bringing in a wealth of goods from the ships anchored in the outer roads. The crews of the tongkangs would count themselves among the most important of the river people. But there are thousands of others, too, who contribute to the thriving commerce. The men of the motor launches which tow the tongkangs from the outer roads ; the labourers who work long hours carrying the cargo ashore ; the clerks who keep the records and accounts in the whitewashed offices along Boat Quay ; the shipwrights who build the craft so necessary to the trade : all of them are vital members of the community of the river.

Together they are responsible for a wealthy business. Last year trade along the river totalled 1,250,000 dollars (the local dollar is worth 2s. 4d.). But such figures mean little to the clerks, sailors and others of the host of countless toilers on and round the water. Most of them are extremely poor and a man on a steady wage of 120 dollars a month (about £14) regards himself as well-to-do.

There is one matter, however, which they fully understand and on which they are agreed. The river is their means of living. More than that. For most of them it is the centre of the district in which they have their homes. Therefore the waterway must always be kept in a navigable state. For some time they have seen that the bed needs dredging, the walls below the banks require repairing and that the road and the lanes on the land on both sides need widening. They are strong supporters of the scheme which has been put to the Singapore authorities. It envisages the expenditure of no less than 15,000,000 dollars (about £2,000,000) on improvements to the river. It is a large sum but small in comparison with the wealth the river has brought in the past and should bring in the future to Singapore. It can be presumed that whatever the form of government and constitution the Colony is to have, those responsible will not neglect this vital lifeline.

BRINGING RICHES INTO SINGAPORE : A line of tongkangs makes its way along the centre of the river past similar high modern buildings in the background contrast with the old Chinese offices on the quay on the left. The river in urgent need of dredging and repair and the authorities have been asked to spend nearly £2,000,000

A SHORT BUT WEALTHY STRETCH OF WATER: The busy part of the river is no more than two miles long, after which, as can be seen beyond the bridge in the background, it narrows into a dirty stream. The shallow-draught Chinese craft which crowd the waters are called tongkangs.

craft at the sides. The itself is considered to be on it for this purpose.

A RIVER TUG: Motor launches of this type are used to tow lines of tongkangs. The latter craft load their cargo from ships in the outer roads, where they pay no harbour dues, as Singapore is a free port.

ESSENTIAL CRAFT: A shipwright is at work on building a tongkang. *Below*—A mass of the boats is crammed on the river. But there is order in the apparent chaos, for each tongkang has its appointed anchorage and lanes are left open.

FESTIVAL IN SARDINIA

Scottish Dancers add to the Colour of the Annual Cavalcata Sarda

Photographs by A. F. KERSTING

One could express justifiable surprise at finding Scottish kilts among the peasant costumes of Sardinia, yet such was the spectacle to be seen by those visiting the island in the Mediterranean at the end of last month for its great annual festival of the Cavalcata Sarda. The Scots, who had been invited to take part in the colourful celebrations, came from the London branch of the Royal Scottish Folk Dance Society. Led by their piper, Pipe-Major Peter Quinn, they provided a unique addition to the pageantry which was enthusiastically received.

The Cavalcata Sarda is generally regarded as one of the most comprehensive of Italian displays of folklore and tradition. It is held in Sassari. It originated in Sardinia in 1711 and since then has been held annually. On occasion it has been attended by kings and nobles, but primarily it has always been a festival of the people and it remains so to-day. Every part of the island is represented, contingents from the sixty communities or districts appearing in their traditional costumes to parade through the streets, and later dance and sing.

Each contingent consists of about thirty people. The Festival begins with a grand procession through Sassari. In the vanguard of each contingent there will often be two or three children, one of them perhaps carrying the banner with the name of the district. Also well to the fore are musicians, with pipes or string instruments, and the district leader. He may be a venerable and patriarchic figure with a flowing beard. There will certainly be riders, knights accompanied by their ladies—horses are still the usual means of transport in many areas of Sardinia—and probably a gaily-decorated ox-cart or two. Of the whole procession, one of the most impressive aspects is the wide variety of colour in the dresses and costumes. Among the males there is a certain uniformity. Black Sardinian woollen cloth and white linen provide shirts, trousers, skirts and caps. But the waistcoats are of vivid hues—red, scarlet or deep purple—and the shepherds usually identify themselves by having some garments of sheepskin. Almost all the men wear wide, embossed leather belts.

The women are far more individual. Styles in skirts, dresses, shawls and head-bands differ from district to district. As the procession passes, the range of colours is dazzling, with reds, greens, blues, yellow and gold predominating.

But the gay procession of about 2,000 people is only the beginning of the Fete of Ascension Day. Afterwards come performances of folk dances and the singing of the old songs. They begin in the evening and continue until far into the night in the largest square of Sassari. The accompaniments are played upon accordions and launeddas (flutes made from hollow sticks). The choruses are usually led by tenors and basses together and the dances are performed by groups in circles. Last month a new item on the programme was the Highland reels and flings danced by the Scottish team.

Needless to say, the Sardinians were determined to make the most of their visitors. From the moment the Scots arrived by air, when they were met by a group of local dancers in costume, their stay in the island seemed to be an almost unbroken tour of music. For two days before Ascension Day they visited a number of villages. In each they were received by the Mayor and performed their dances.

On the Festival Day itself in the Cavalcata Sarda, the Scots had a place of honour, and their progress through the streets was enthusiastically greeted by the dense crowds of spectators. Scotland made this year's Cavalcata an especially memorable occasion.

IN THE COSTUME OF THEIR DISTRICT: The splendid figure of a bearded Elder leads the contingent from his district through the streets of Sassari, in Sardinia, during the annual folk festival of Cavalcata Sarda, on Ascension Day. In the male costume black wool and white linen predominate. In the women's dresses the chief colours are red and yellow.

EQUESTRIAN PARADE: In gay uniforms and carrying a banner, riders parade in procession through Sassari. In many parts of Sardinia the horse is still the chief means of transport.

KILTS IN THE MEDITERRANEAN: A team of Scottish dancers performs in a square during the Cavalcata Sarda. They came from the London branch of the Royal Scottish Dance Society and made a unique contribution to the festivities this year in Sardinia.

OXEN AND PIPES: *Left*—A family drives in the procession in a gaily-decorated ox-cart. *Right*—A piper, accompanied by a girl with a stringed instrument, leads his contingent. The Cavalcata is one of the most colourful of Italian folklore displays. It has taken place annually since the early eighteenth century. Representatives from the sixty different districts of Sardinia participate in their costumes.

CEREMONY IN ISRAEL

Beduins in the Negev Receive Modern Agricultural Equipment from the Israeli Government

SARDINIAN KNIGHT AND HIS LADY: He carries her riding side-saddle behind him. Many of the costumes worn in the parade are handed down from parents to children.

A YOUNG SQUIRE: Mounted on a donkey he carries his gun in the correct manner. After the Cavalcata procession there are performances of Sardinian songs and dances.

BANNER WITH A PREHISTORIC DEVICE: Embroidered on the silk is a *Nuraghi*. These monuments which abound on the island are prehistoric dwellings built in stone.

FROM CAMEL TO TRACTOR: Beduins in the Negev area in Israel are posed by a photographer for their picture to show the contrast between the ancient and modern styles of living for the Arabs of Israel. The occasion was a ceremony in which mechanical agricultural equipment was handed over to the tribesmen who live under the rule of Sheikh Suleiman El Huzei'al, near Beersheba. He is a Beduin chieftain who has been loyal to Israel ever since the State was founded ten years ago and his subjects number about 2,600 out of the total of 20,000 Beduins who live for the most part in the Negev. As with the other Arab members of the population the Israeli Government is carrying out a large-scale programme to give the Beduins modern means for agricultural production and providing up-to-date equipment for their farms.

FELLOW-CITIZENS: A young Israeli military policewoman carrying a Sten gun stands by a Beduin tribesman. Behind them is a mechanical harvester in the Negev.

JEW AND ARAB: Aloof Mishne Shaham, a staff officer of the Israeli Army, who deals in matters of military government administration, sits with Sheikh Suleiman El Huzei'al, near Beersheba. They were attending a feast given to mark the arrival of the mechanical harvesting equipment for the Sheikh's domain.

On left—
ISRAELI TROOPS RELAX: Some of the armed young men and women in this group have straws in their mouths. They are waiting for drinks to be brought them as they watch the handing over of the equipment to the Beduins. Arab settlements in the Negev are under military administration because of their proximity to the border.

OLD AND NEW ON THE HIGH SEAS

Contrasts in Three Harbours in America and Europe

A THREE-MASTED SQUARE-RIGGER SAILS UP NEW YORK HARBOUR: The 676-ton *Christian Radich*, the three-masted Norwegian naval training ship, heaves-to close to the Manhattan skyline as she arrives in New York on a ten-day visit. The stay in New York, during which she was open to the public, was made during the ship's 17,500-mile cruise which began at Oslo last December. As she sailed up the harbour, past the statue of Liberty, she was accompanied by an impressive flotilla of tugboats and other craft. The *Christian Radich*, one of the last of her type in the world, is manned by forty-two cadets and twelve officers. During the long cruise she has been taking part in a film entitled *Cinemiracle Adventure*, which will introduce a new wide-screen process.

RUSSIAN SEALING VESSELS IN NORTHERN NORWAY: The *Sextan* and *Gorizont* are seen at Tromsö while on their way from the shipbuilders at Abo, in Southern Finland, to Archangel, on the White Sea coast. They are to hunt for seals in the Kara Ocean and the Bering Strait, and to take part in scientific expeditionary work. The two ships will increase the fleet of Russian sealers in the north to thirty-one vessels. Although they were built in Finland all the machinery, electrical and navigational equipment of the *Sextan* and *Gorizont* is of Russian origin. They are equipped with the latest designs in radar and gyro compass. Norwegian experts consider their 350-h.p. motors too small for the icy waters of the north.

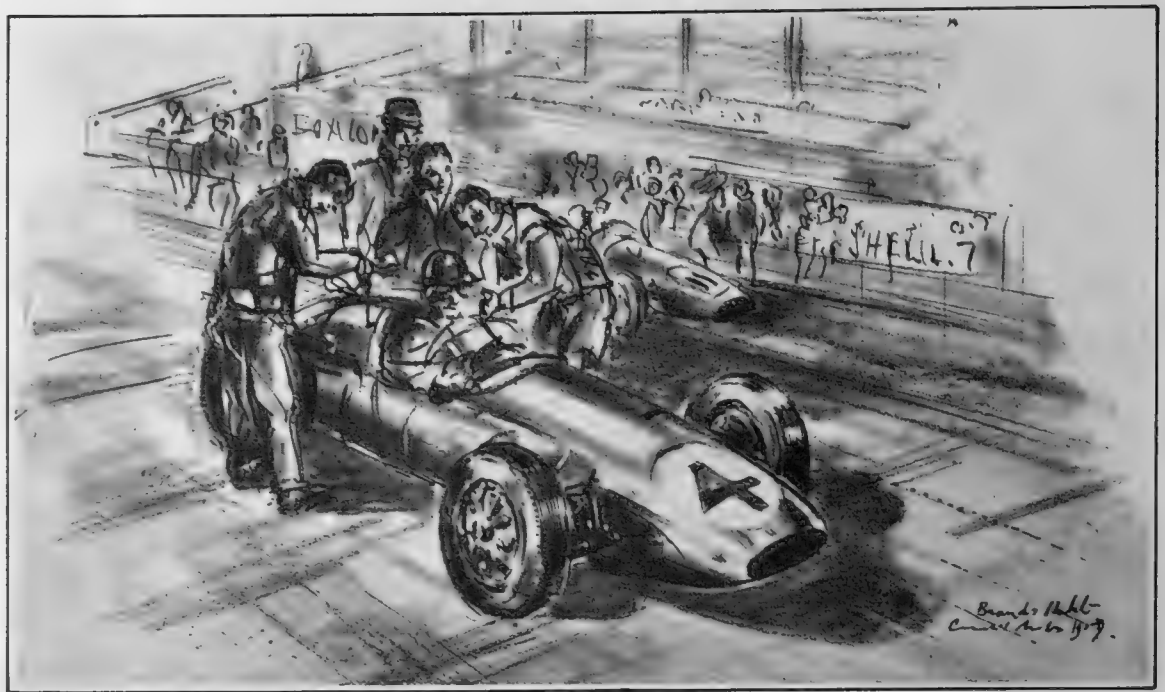
THE FIRST MOBIL TANKER TO SAIL THROUGH THE SUEZ CANAL ARRIVES IN ENGLAND: The 32,000-ton *Josefina Thordén*, with 28,000 tons of Kuwait crude oil on board, berths at the jetty of Mobil's Coryton Refinery on the north bank of the Thames, in Essex. She is the first Mobil tanker to arrive in this country after sailing through the newly reopened Suez Canal. Like so many other tankers, during the duration of the Suez crisis she sailed round the Cape of Good Hope. *Josefina Thordén*, which was built in a Swedish yard in 1955, has an average speed of 17½ knots. Her streamlined funnel is at the stern.

DRILL AND DISPLAY BY THE KING'S AFRICAN RIFLES: The band of the 4th Battalion (the Uganda Rifles) K.A.R. faces a marching platoon of men from the 6th and 2/6th Battalions, who are followed by other members of the K.A.R. in tribal dress. **Together they mount the display at the Royal Tournament at Earls Court, in which they depict the transformation of East African tribesmen into trained K.A.R. soldiers.** The kilt worn by the band was introduced into the 4th Battalion in 1917 because the Commanding Officer and almost all his officers were from Highland regiments. *On left*—In an earlier scene the "tribesmen" perform one of their native dances. This year is the first time the K.A.R. have appeared at the Royal Tournament, which ends on June 22. Later in the summer they will be seen at the Edinburgh Festival.

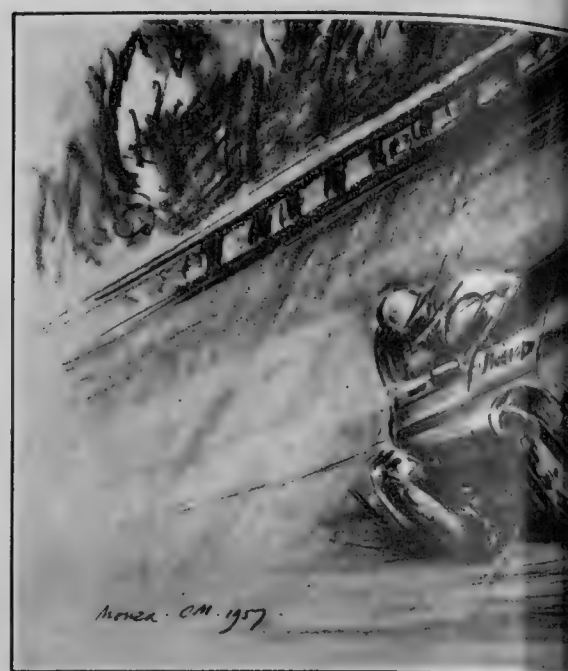
THE ROYAL TOURNAMENT

The Annual Show of the Fighting Services of Britain and the Commonwealth in London

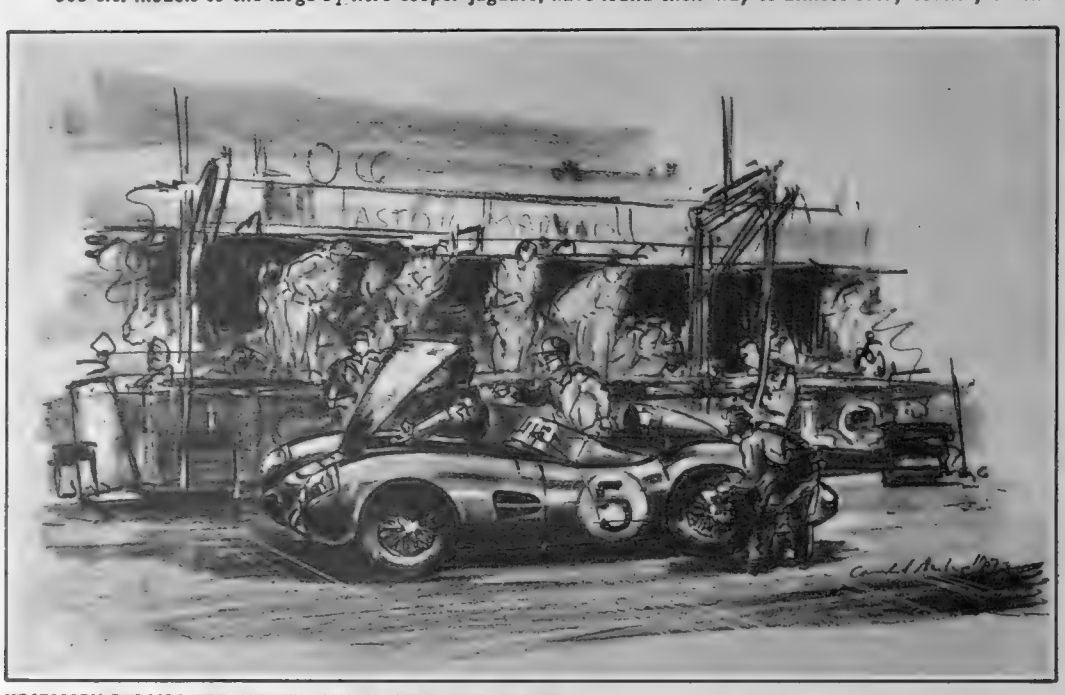
PAGEANT OF NAVAL GUNNERY: In three scenes H.M.S. *Excellent*, the shore gunnery establishment on Whale Island, Portsmouth, demonstrates the evolution of naval gunnery. The first scene (in background) shows a hand-to-hand encounter of Napoleonic days. The second (in foreground) a typical night action in the last war. Finally, a "Seaslug" guided missile (centre) is launched. As usual, the Royal Tournament this year combines the traditions of Britain's armed services with latest innovations.



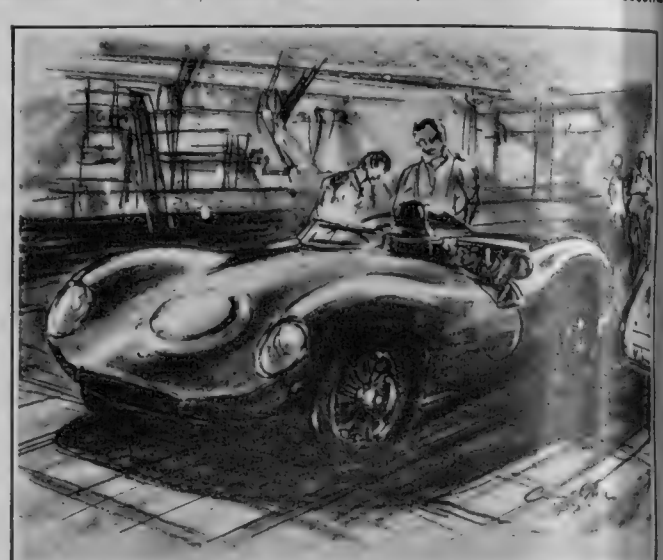
FAST SERVICING IN THE PITS: Smart servicing by teams of highly-trained men in the pits lies behind the success of many racing cars. Here, one of the Cooper cars is being serviced at Brand's Hatch. Cooper cars, from the small 500 c.c. models to the large 3½-litre Cooper-Jaguars, have found their way to almost every country on the Continent.



STIRLING MOSS TESTING A VANWALL AT HIGH SPEED: Since team from motor-racing, Britain's main hopes in t team. It was a Vanwall car driven by Tony Brooks, as a future world champion, which finished second



NECESSARY REPAIRS ARE CARRIED OUT AS AN ASTON MARTIN PULLS IN FOR A PIT STOP DURING A RACE: The successes of these fine thoroughbred sports cars are numerous.



THE NEW TOJEIRO RACING CAR: The finishing touches are being put to this new racing motor which will then be ready for testing. Mr. John Tojeiro, an automobile engineer whose workshops are at Barkway, near Royston, in Hertfordshire, specialises in taking proprietary engines and putting them in a chassis of his own design.

BRITAIN'S RACING CARS

By "THE SPHERE" MOTORING CORRESPONDENT

Drawings by CAVENDISH MORTON

BRITAIN is on the crest of a wave in motor-racing. An Aston Martin has won the Spa Grand Prix in Belgium, a Vanwall finished second to Maserati in the Monaco Grand Prix, and now an Aston Martin has won the 1,000-kilometre race at Nurburgring.

All this has taken place in the space of three weeks, and all with the same driver—twenty-five-year-old Tony Brooks, the Manchester dental surgeon who is now being tipped as a future world champion.

The prestige of this country has never been higher in international motor-racing. What a pity that now, of all times, the future of the sport looks so black. It is sincerely to be hoped that the troubles which beset motor-racing will soon be cleared up and that Britain will have a proper chance—after years of patient effort—of consolidating her present strong position in sports-car and Grand Prix racing.

The performance of the Vanwall in which Brooks shadowed Juan Fangio all through the Monaco Grand Prix suggests that Mr. Tony Vandervell has at last got rid of the exasperating faults which have for so long prevented the Vanwall from really getting into its stride.

It was unfortunate, to put it mildly, that Stirling Moss crashed early in the Monte Carlo round-the-houses race in the other Vanwall, especially as the accident put not only Moss out of the race but Peter Collins and Mike Hawthorn as well. These talented British drivers were mounted on Ferraris and the Vanwall would have been more thoroughly tested had they continued in the race.

Still, that second place at Monaco wiped out the unhappy memory of the Goodwood Easter meeting, when the Vanwalls of both Moss and Brooks suffered from throttle linkage trouble.

Britain's main hopes in Formula One racing are pinned on the Vanwall; especially since the official announcement that the Connaught team is being disbanded. This news came as a shock to British motor-racing fans, for the Connaught has done well in 1956 and 1957.

Mr. Ken McAlpine, patron of the *équipe*, has probably spent nearly £250,000 in developing and racing the Connaught since the war. That may seem a lot of money, but the design and construction of Grand Prix cars is a costly business. The Vanwall and B.R.M. teams have probably had about £100,000 spent on them annually.

Their chief foreign opponents, Ferrari and Maserati, are heavily subsidised as a matter of national prestige, and it really is surprising that Connaught, a small firm with workshops at Send, in Surrey, have done as well as they have against the British and Italian giants. Much of the credit is due to that clever engineer, Mr. Rodney Clarke, Mr. McAlpine's partner in Connaught Engineering, who has had the day-to-day control of development and racing.

It is unfortunate that the Connaught organisation cannot call on the financial and technical resources of the B.R.M., from which enthusiasts expected great things when Mr. Alfred Owen, millionaire industrialist, took it over.

His new 4-cylinder models initially showed considerable promise. They were fast, but lacked reliability. Now that they are more reliable they do not look quite as fast, and their road-holding and braking appear to be far from perfect.

In this year's racing under the new Formula Two, for unsupercharged cars up to 1½ litres, Britain is strongly represented by Cooper, Lotus and Lister, all using Coventry-Climax engines. These *monoposto* racers have been largely developed from two-seater sports models of the same name; models with which Cooper and Lotus in particular have achieved outstanding success in international racing.

The driving force behind one of these enterprises is Mr. John Cooper, himself a good racing driver who is too busy building cars at his small factory at Surbiton, in Surrey, to do much of it nowadays. With the help of his father, Mr. Charles Cooper, he has built up a big sports-car business since he first made and raced a 500 c.c. Formula Three Cooper with a motor-cycle engine. John Cooper has been hoping to have the use in his Formula Two cars this season of a twin overhead camshaft version of the 1½-litre Climax engine—developed, astonishingly, from a fire-pump unit—which has done so well in his sports cars.

The British Formula Two cars' chief rival this year will undoubtedly be the new 1,500 c.c. Ferrari, which surprised everybody, especially the drivers of the 2½-litre Formula One cars, by its showing in the Naples Grand Prix.

The Lotus racing cars, among which the 1,100 c.c. Climax-engined version has been outstandingly successful, are the creation of Mr. Colin Chapman. He has been described as a wizard of streamlining, but the achievements of his cars have also been largely due to their remarkable power-to-weight ratio.

Mr. Chapman has greatly helped Mr. Tony Vandervell, in an advisory capacity, in the development of the Formula One Vanwall.

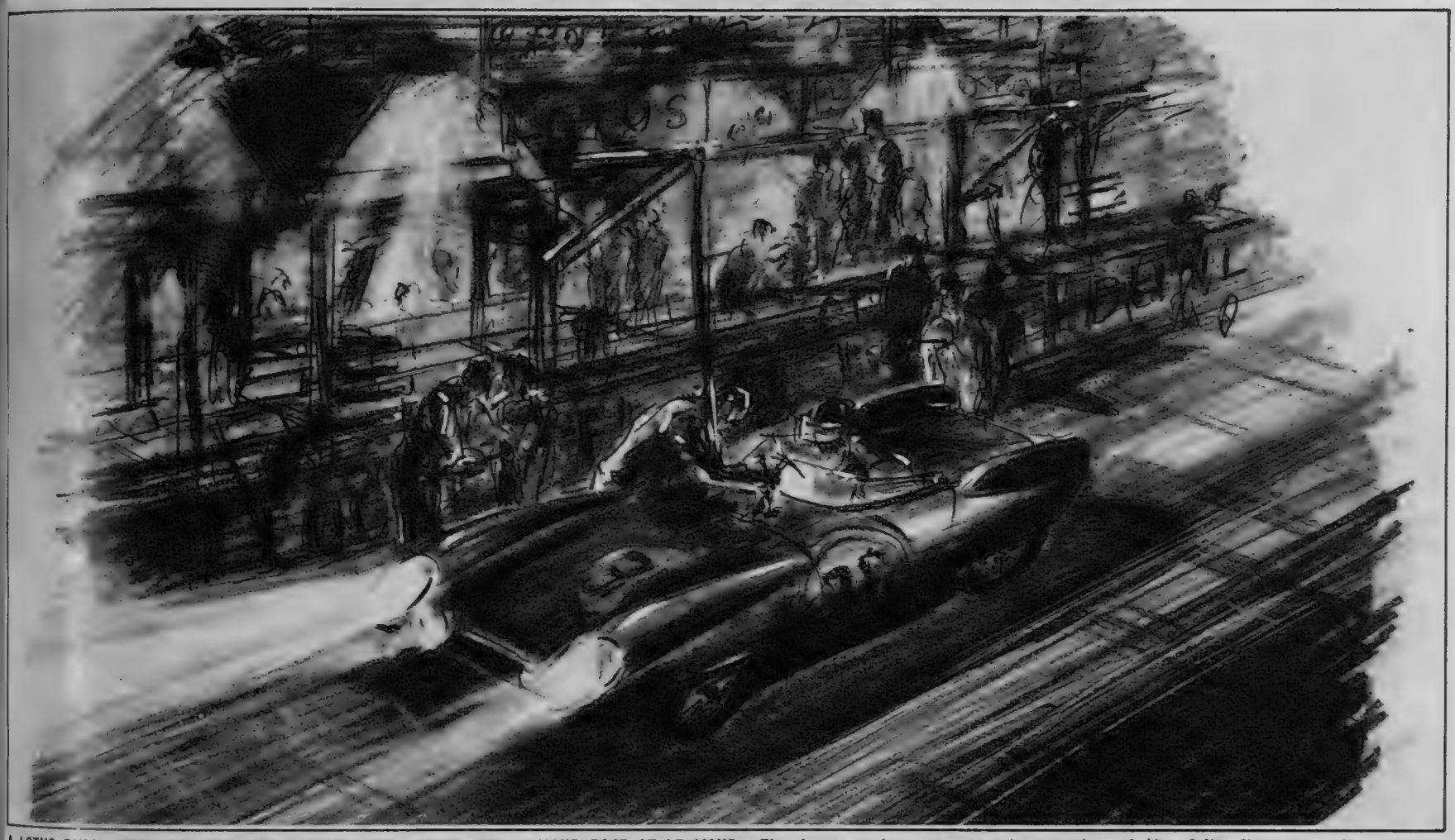
Another example of spectacular motor-racing success gained by enterprising young British engineers with limited resources is Mr. Brian Lister, of Cambridge. He has cleverly harnessed different engines to a chassis of his own design whose road-holding has been outstanding. The latest version of his art is the 3½-litre Jaguar-engined Lister with which Archie Scott-Brown won this year's British Empire Trophy race at Oulton Park. It is currently one of Britain's most potent sports cars.

But it is on the Aston Martin team that Britain is mainly relying this year for high honours in international sports-car racing. It has certainly made a fine start and now stands third in the world sports-car championship.

The car with which Tony Brooks triumphed at Spa and Nurburgring is a new design—the DBR 1—but based on

announcement of the decision to withdraw the Connaught Formula One racing are directed towards the Vanwall e Manchester dental surgeon, who is now being tipped a Maserati entry in the recent Monaco Grand Prix.

ONE OF BRITAIN'S MOST POTENT SPORTS CARS: It is the 3½-litre Jaguar-engined Lister and Mr. Archie Scott-Brown is seen at the wheel as he proceeds to win this year's British Empire Trophy race at Oulton Park. This is an example of racing success gained by an enterprising young British engineer with limited resources, Mr. Brian Lister, who comes from Cambridge.



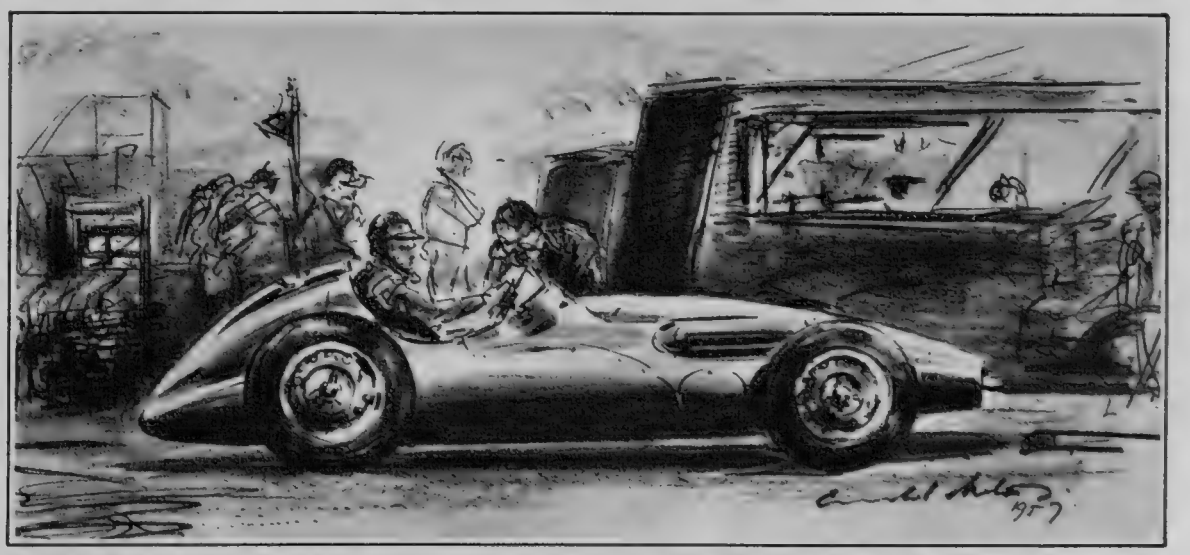
A LOTUS PULLS INTO THE PITS FOR A NIGHT STOP DURING THE 24-HOUR RACE AT LE MANS: The Lotus racing cars are the creation of Mr. Colin Chapman, who runs an engineering business at Hornsey, N.8. Mr. Chapman has been described as a wizard of streamlining, but the achievements of his cars have also been largely due to their remarkable power-to-weight ratio. Among the many versions of this well-known racing car, the 1,100 c.c. Climax-engined version has been very successful.

the earlier Aston Martin racers. It is a 6-cylinder, 3-litre car with disc brakes and five-speed gear-box.

The race which Mr. David Brown, millionaire patron of the Aston Martin *équipe*, would most like to win is the twenty-four-hour race at Le Mans. Although he has done extremely well in this classic event over the years in relatively low-powered cars, he has never succeeded in winning. His chances of doing so have never been so good as this year, for the strong team he has entered includes a car with a new 3·7-litre engine. It will be the fastest and most powerful Aston Martin ever to race at Le Mans.

No review of Britain's motor-racing prospects would be complete without reference to Mr. John Tojeiro, a clever automobile engineer who specialises is taking proprietary engines and putting them in a chassis of his own design. The result has always been a sports car of exceptional performance. Mr. Tojeiro operates under the name of Tojeiro Automotive Developments Ltd., and his workshops are at Barkway, near Royston, Herts. The features of his well-known chassis design are a "two-tube" frame and independent springing all round.

He built his first car in 1950, using an M.G. engine. Last year he produced his first Jaguar-engined car and it did well in a number of events in Britain. He has improved on the latest design and the 1957 version of the 150-m.p.h. Tojeiro-Jaguar is lower and lighter than the 1956 model.



IN THE RACING PADDOCK: The B.R.M. is seen in the racing paddock. When Mr. Alfred Owen, the millionaire industrialist, took over the B.R.M., motor-racing enthusiasts were hoping for great things. Although his new 4-cylinder models initially showed considerable promise, they subsequently proved to lack reliability. More recently, however, the B.R.M. has been putting up good performances and, in particular, did so at the Easter meeting at Goodwood when it provided competition to the now-disbanded Connaught team, which eventually won the principal race.

SWANS ARE THE ROYAL BIRDS

Some Thoughts on How they have Achieved this Distinction and on the Difference Between Marked and Unmarked Swans

By BRIAN VESEY-FITZGERALD

MOST people, I fancy, would name the eagle as the "Royal" bird, and do so without the least hesitation. It is, after all, a bird with many and ancient Royal associations. Most of us remember (though it may well be the only thing, other than the date 1066, that we do remember of our early history) the "eagle" of that Roman standard-bearer who was the first to land on a British beach. It will be recalled that he leapt into the sea and courageously waded ashore, the while his fellow-legionaries cowered in their galleys, appalled at the sight of the woad-painted Britons on the cliffs above. Our authority for this is Julius Cæsar himself. Most of us remember the Imperial Eagle of Rome. And those of us who collected stamps before the First World War will recall the eagles of Germany, Russia, Austria-Hungary, Serbia, Montenegro, Mexico, and heaven knows how many other now-forgotten kingdoms and principalities.

In the same way, the lion would be named without hesitation as the "Royal" beast, for this country, at any rate, since it appears in the Royal Arms. There might be a few, I suppose, who would contest its right to be regarded as the symbol of Britain's might in favour of that wheezing barrel, the bulldog, because the universal amusement seems to be twisting the lion's tail. Nobody, so far as I am aware, has ever suggested a like indignity for the bulldog—perhaps for the simple reason that it would obviously be impossible.

The word "Royal" is, of course, used in connection with other animals as well. The best-known is the red deer, a twelve-pointed stag being known as a "Royal." The least-known is the stoat. Here there has been a complete reversal of form. Nowadays the stoat is classed as "vermin." Once—before the days of game-preservation on a commercial scale—it was known as the "Royal Hunter." I wish that I knew the story behind that name, for there must be one.

But none of these animals is, strictly speaking, "Royal." They have been given the title—casually, in some cases, in others for heraldry—as a symbol of power. They are not "Royal" in the sense that they belong or have ever belonged specifically to Royalty.

Now the sturgeon is a "Royal" fish. A sturgeon, captured in British waters, is the prerogative of the Crown: it belongs to the Crown and not to the captor. The sturgeon is not a common fish in British waters, although in most years one or two are taken along the Welsh coast and it has been recorded as far up the Severn as Shrewsbury. The vast majority of Englishmen pass their lives without ever seeing one. The nearest most of us ever come to seeing a sturgeon—I have never seen one alive nor one yet recently caught—is seeing a little caviare (pickled sturgeon-roe). That comes out of a tin and probably originated in southern Russia. Speaking for myself, I do not see caviare very often.

But, if none of us sees the Royal fish, we all see the Royal bird very frequently. For the Royal bird is not the eagle but the mute swan—common to town and country alike.

Curiously enough, we do not know very much about the early history of the mute swan in Britain. The *Handbook of British Birds* says:

> Evidence for former theory of early introduction fallacious. More likely to have been originally indigenous in Lincs, Cambs, Hunts, Norfolk, Suffolk and probably Thames and perhaps other parts. Original wild stock gradually brought by capture and pinioning into semi-domestic condition, beginning prior to A.D. 1186 and ceased to exist as wild race.

I do not know upon what grounds that first categorical sentence is based. The tradition is that the bird was introduced in the reign of Richard I: some say by Richard personally on his return from Cyprus.

Personally, I am very far from convinced by the *Handbook's* categorical rejection of the introduction theory. It seems to me that, if the mute swan was present in the areas mentioned at the time of the Norman Conquest, it must then have been a very rare bird indeed. Certainly it was not pinioned. Swans, it must be remembered, are good to eat. It is true that tastes have changed—the heron was once regarded as a delicacy, and to-day is not eaten at all—but in Norman times, and until very much later, swans were highly prized as food. If the bird was in Britain before the Norman Conquest, I find it very difficult to believe that the Saxons would not have pinioned them and reared them for food. Had they done so, swans would certainly have been mentioned in the Domesday survey. But there is no mention of them in that thorough inventory.

So the practice of pinioning must have started after the Conquest. Even so, if the swan was indigenous, it is difficult to understand the necessity for the very severe laws for its protection, unless it was a very rare bird indeed. But there would, of course, have been every reason for protecting a bird newly-introduced, pinioned and reared for food. All the laws relating to the protection of swans, it seems to me, point to its being an introduced and not an indigenous bird. I believe that it is the Royal bird because it was introduced by a king. I am all for Richard Lionheart.

These laws were in force (and enforced) at least until near the end of the seventeenth century. I have one of the orders of Charles I in my own library. It is entitled "The Orders Lawes and Customes of Swanns," and is dated 1632. It covers every possible contingency that could conceivably arise in dispute over ownership or in the protection of swans, and the penalties are harsh, including both heavy fines and imprisonment. Moreover, nobody was allowed to hunt any waterfowl near the nesting-site of a swan nor to set a snare or line nor to draw a net in a river between May and Lammastide.

It is true that swans are still a prized dish at Royal banquets and similar occasions, but the severity of these laws suggests that it was still a rare bird and also regarded as something more than just a specially tasty dish.

All that has gone now. There are still a few swan-marks (there is still the annual ceremony of swan-upping on the Thames and the swans of Abbotsbury are also marked) and there is a Keeper of the Swans, a member of the Queen's Household. But, to all intents and purposes, the mute swan is now, and has been for many years, a wild bird.

The eggs are protected under the Game Act, but the legal position of the bird itself does not seem to be at all clear. At least, that would seem to be the case with an unmarked swan. The position with regard to a marked bird has been decided in the law courts. A man taking a marked swan, even though the bird be *feræ naturæ* and far from the place where it was marked, has committed a larceny and will be convicted for larceny and not for any offence against the Game Laws. Men have been so convicted, the most famous case being that of one Lovejoy, convicted at Reading Assizes, the conviction being upheld on appeal.

But what is the legal position with regard to an unmarked swan? Is the swan that comes to your pond, and takes up permanent residence there, yours? Are the unmarked swans of the sea coast and navigable rivers still Royal birds? I expect that somebody knows the answer to those questions: I do not.

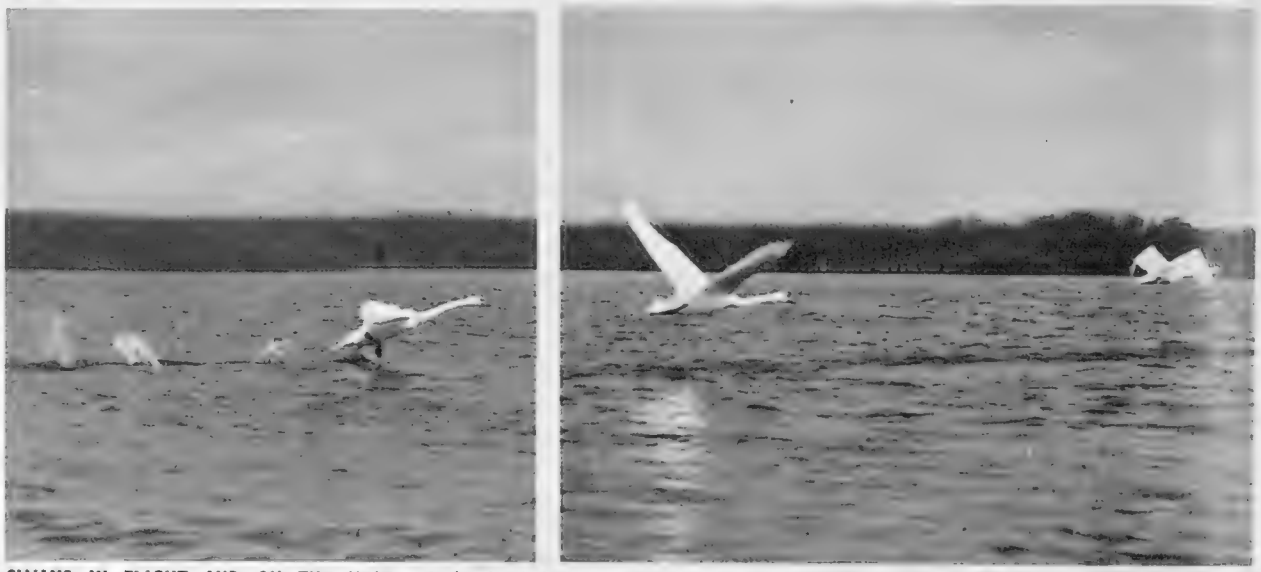
The mute swan (it is *not* mute, by the way) is a common enough bird everywhere, in town and country alike, tame enough on town ponds and at beauty spots to take food from the hands of complete strangers. You would think that there could be little about the mute swan that is not known. But what happens to them? How often have you seen a dead swan?

There are swans all over the country. The pen lays, as a rule, five to seven eggs annually, though between eight and twelve have been recorded frequently. Swans are, moreover, credited with being exceptionally long-lived. It seems strange, on the face of it, that we are not overrun with swans. Even accepting that they do not begin to breed until their fourth or fifth year, it is still strange. It would still be strange if they did not begin to breed until their eighth year. But the fact is that we are not overrun with mute swans.

Of course, there is for every bird a ceiling of population for any given area. Broadly speaking, this ceiling is imposed by lack of nesting sites or by limitations of food supply. You can easily see this operating in the case of mute swans. A pair breeds, the cygnets are raised, and as soon as they are able to look after themselves the parents drive them away. A pair breed every year on a small pond near my home. The pond never carries more than one breeding pair. There is not room for more.

But there is, surely, no lack of nesting-sites in the country. There are, it would seem (of course, things may not look quite the same to a swan), hundreds and hundreds of suitable nesting-sites all over the country, not taken up every year. Nor is there any shortage of food. Our swan population is larger in winter than in summer. In recent years it has increased considerably. It is in winter that one would expect a shortage of food, were there one, to show itself. There are local ceilings, as anyone can see. But there must also, I think, be some restrictive force operating for the country as a whole. If not, one would surely expect to see the flocks of untamed birds increasing in numbers year by year. But the summer flocks do not increase; not noticeably, at any rate.

I would dearly like to know what happens to the large numbers of our Royal birds raised by solicitous parents every year. Where do they go? Do they migrate? And if so, where?



SWANS IN FLIGHT AND ON THE NEST: *Left*—A bird takes off from the water. *Right*—A pair fly low over Hickling Broad, in Norfolk. *Below*—A swan sits by its nest. These three pictures, by Eric Hosking, are of mute swans, which for centuries have had the proud title of being the Royal birds of Britain. When marked they are protected by stringent laws.

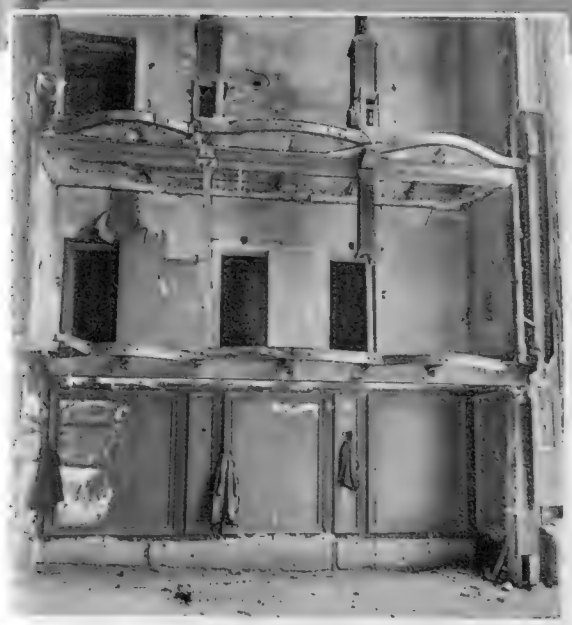
GAIETY'S LAST DAYS

The Theatre is Being Demolished to Make Way for a Block of Offices

Nearly twenty years after shutting its doors, the Gaiety Theatre, which has been described as "the brightest spot of the many bright spots of London," is being demolished to make way for a block of offices. This building is to link-up with the existing Marconi House alongside, to form the London headquarters of The English Electric Group of Companies. It will be an eight-storey building with basement and central courtyard, and will have a dominant vertical main entrance and frontage facing down the Strand, as well as two street frontages along the Strand and Aldwych. The block will be faced in Portland stone and on the roof there will be an observation room through which will run a mast carrying a radar scanner. Part of the buildings' basement will be used as a garage.

The Gaiety, the second theatre to bear the name, was opened on October 26, 1903, when a performance of *The Orchid* was attended by King Edward and Queen Alexandra. It was closed before the second world war and has not been used since then. A proposal to reopen it after the war did not materialise. The earlier building on the site was, in fact, an enlargement of the Strand Music Hall which had opened in 1868.

THE BEGINNING OF THE END: Scaffolding is erected around the shell of the old Gaiety Theatre at the junction of the Strand and Aldwych, in London, at the start of its demolition. The site is to be developed by the English Electric Company, whose present headquarters are in Marconi House, adjoining the theatre on the right of the picture.



On left—
ONCE THE SCENE OF OUTSTANDING OCCASIONS: This is all that remains of the theatre's Royal Box. King Edward VII and Queen Alexandra attended the opening of the new Gaiety Theatre in 1903.

On right—
THE NEW 8-STOREY BUILDING: An artist's impression of the office block which has been designed by Dr. Charles Holden, of Adams, Holden and Pearson.

GAPING HOLES: *Left*—The view from the auditorium looking towards the site of the stage, and showing the boxes on the two sides which have already been dismantled. *Right*—Work goes ahead on the dismantling of the dome, which is surmounted by the well-known figure of the "Musical Lady." If the figure can be restored it will be placed in the garden of the central courtyard of the new building. Plans for the erection of the building have been approved by the London County Council.

ON STAGE IN LONDON AND SYDNEY

"A Dead Secret" at the Piccadilly; and Margot Fonteyn opens her Australian Tour

NOTICE TO QUIT: Watched by others living in the house of Frederick and Margaret Dyson, Bert Vokes (Arthur Lowe) points to the notice which has been pinned on his door. It is one of the tense moments in the first act of *A Dead Secret*, the new play by Rodney Ackland at the Piccadilly Theatre, in London. Also seen in the picture are, from left, on the upper floor: Alfie (Anthony Wilson); Maria Lummus (Madge Brindley), the lodger, who is murdered; and Pa Dyson (Harold Scott). On the ground floor, from left, are Emily Vokes (Gretchen Franklin), wife of Bert Vokes; Archie Gooch (Dinsdale Landen); Frederick Dyson (Paul Scofield) and Margaret Dyson (Megs Jenkins). The play is described as being "originally evoked by some of the more vivid circumstances of a celebrated case." The time is 1911 and the scene is set in the Dysons' house in Willesden Park. It revolves around the murder of Miss Lummus and the chief suspect, Frederick Dyson, who is also known in the house as the "Great I am." The third act, in which the self-confident Dyson meets an eminent counsel who at first is ready to act on his behalf, is particularly well done.

AFTER THE MURDER: *Left*—Peggy Dyson (Yvonne Bedford) and Alfie, the nephew of the Vokes, are at the piano. *Right*—Dyson is in a confident mood as he talks with the eminent counsel, Sir Arthur Lovecraft (Laidman Browne).

DAME MARGOT FONTEYN MAKES HER DEBUT AT THE EMPIRE THEATRE IN SYDNEY, AUSTRALIA: The ballerina and her leading partner, Michael Somes, are seen after their performance in *Swan Lake* on the opening night of an Australian tour. During their appearance in Sydney with the Borovansky Ballet Company they were accompanied by Rowena Jackson and Bryan Ashbridge.

ROSES FOR THE COMPANY: Dame Margot plucks roses from her bouquet while backstage and hands them to other members of the company. *Below*—The ballerina makes a deep curtsy to the audience of 2,000 people after her appearance as Odette. She had nine curtain calls.

"IT'S ALL THESE QUESTIONS THEY ASK": Mrs. Dyson talks to her father-in-law about the inquest on Miss Lummus, as Frederick Dyson listens intently at the door in the hall. Eavesdropping in the Dyson house is a common occurrence. *A Dead Secret* is directed by Frith Banbury and the decor is by Reece Pemberton.

THE DEATH OF DIDO: The Queen of Carthage (sung by Blanche Thebom) prepares to plunge the dagger into her heart in the finale of Berlioz' *The Trojans* at Covent Garden. The first night of the eight performances, being given during this and next month at the Royal Opera House, in London, was on Thursday of last week. The conductor is Rafael Kubelik and the direction is by Sir John Gielgud.

The Trojans is a long work even for an opera. Sung in English, it takes 4½ hours, with intervals, at Covent Garden and it is the first time it has ever been given by professionals on the English stage. It belongs to the last period of the life of the composer, having been originally produced in 1863. He died six years later. The music ranges from the siege of Troy, through the flight of Æneas to Carthage and his love for Queen Dido, and her suicide when he leaves her. The opera is a good example of Berlioz' virtues and defects, for it shows often his brilliance in orchestration and sometimes his weakness in being too grandiose in his conceptions.

"THE TROJANS" AT COVENT GARDEN

The First Professional Performance on the English Stage of the Opera by Berlioz

ON THE STAGE AND OFF: Dido commits slow suicide. *On left*—Blanche Thebom, wearing her costume as the Queen, talks off-stage with Amy Shuard (Cassandra).

SOPRANO FROM AMERICA: Blanche Thebom, seen here stabbing herself in the finale of *The Trojans*, is a distinguished soprano from the United States.

IN THE COURT OF CARTHAGE: Dido and Æneas (Jon Vickers) sit on the throne and are entertained by dancers in one of the magnificently mounted scenes at the Royal Opera House. Settings and costumes are by Mariano Andreu, the English text of the opera by John Dent and choreography by Meriel Evans. Last performance of *The Trojans* is on July 11.

CRUISING ON INLAND WATERWAYS

A Popular Form of Holiday-making on Britain's Broads, Rivers and Canals

By GABOR DENES

THE great new trend which induces every year many more thousands of people to spend their holidays and other leisure periods on the water can be attributed to many factors. They include our increasingly overcrowded living conditions ; the building-up of the countryside ; the chaotic state of the roads and, last but not least, the spirit of adventure which has survived as a basic instinct.

Many people of all ages take up sailing on the sea and on the rivers and lakes. Another equally large number may lack the energy, or perhaps prefer the safer and quieter form of boating which is offered by cruising on our inland waterways. If you have never sailed a small craft, it would be sheer folly to risk the lives of the family at sea, with its many features requiring experience and knowledge. But you can, without the slightest risk, take them in a suitable motor cruiser—an engined small vessel equipped with accommodation for living aboard—and navigate hundreds of miles of inland waters, some of which will take you to the remotest and most unspoilt parts of the country.

Only few people can afford to own their own craft. The great majority have to hire a vessel for the duration of their holiday. On the popular and long-established inland waters, such as the Norfolk Broads, a great holiday industry has developed, and extremely well-equipped motor cruisers and yachts can be hired from a large number of boatyards.

In an area of about 400 square miles there is a navigable length of over 100 miles of river, interspersed with several lakes, commonly known as the "Broads" of Norfolk and adjoining Suffolk. Although these waters are suitable for sailing—in fact, owing to the almost complete absence of strong tides and the many reedy banks they are the safest possible for learning the sport—there are more motor craft than sailing yachts in use, as many people prefer the greater mobility, more comfortable accommodation and the altogether less energetic life of cruising in power craft.

The popularity of holidays on the Broads is showing a steady increase, and in spite of the large number of vessels in use over a limited area, it is still possible for those who prefer it to find peace and solitude, especially in the early and late parts of the season.

On the Thames above Teddington Lock there is a length of 124 miles of tideless water for cruising with the most varied and, in most places, lovely scenery. Sailing on these waters is mostly in dinghies which use the few open reaches, but for cruising purposes power craft are used exclusively. These can be hired from a number of places, and the boat-hiring industry on the Thames is almost as highly organised as on the Broads.

Compared with the Broads, however, there is one disadvantage—the locks, of which there are forty-three between Teddington and Lechlade. This may sound a lot, but, after all, locks are very much part of the game. Not only do they offer opportunities for meeting other holiday-makers, but also for the acquiring of a certain amount of skill in boat-handling. The hire charges are similar to those prevailing on the Broads, and although they may appear high in the busiest season, it must be remembered that in many cases they are shared by all the members of the cruising party.

Craft for hire are also available on the Fenland rivers, the Ouse, the Cam and the New Bedford River and the smaller tributaries. The total length available to hire craft is about 150 miles, and although much of the scenery is typically flat, it is by no means all like that.

There is also a certain amount of pleasure cruising on other rivers, including the Severn (between Gloucester and Stourport) ; the Avon (from Tewkesbury to Evesham) ; the Trent, the Medway, the Yorkshire Ouse, the Stort and Lee.

Pleasure cruising on the canals is of comparatively recent origin and has a peculiar charm very much of its own. It is only in the last ten years or so that boats have become available for hire to holiday-makers. Previously, the canals only carried a commercial traffic, which has been diminishing through neglect to a greater or lesser degree on the different canals.

Most of our canals were built towards the end of the eighteenth and the beginning of the nineteenth century, although the earliest of navigations still surviving—the Fossdyke, in Lincolnshire—was constructed by the Romans. The "modern" canal system was started by the Duke of Bridgewater in 1761, when he opened the Bridgewater Canal, built by that great engineer of the era, James Brindley. This example stirred the imagination of others, and within the next five or six decades several thousand miles of canal were constructed, some of them masterpieces of engineering. Their wonders are still admired to-day by those who seek recreation in cruising craft on these waters.

The story is not altogether happy. The canals presented undesirable competition to the coming and growing railways, and wherever possible railway companies bought up navigations and saw to it that they were

A POPULAR MOORING PLACE FOR CRUISING HOLIDAY-MAKERS: A yacht is cruising past various vessels which are moored alongside on the River Bure at Stokesby, in Norfolk. There is a ferry nearby. In past days there were saltings at Stokesby which suggests that it was originally by the sea. Each year cruising on inland waterways becomes a more and more popular form of holiday. In the accompanying article Gabor Denes offers many suggestions for cruises on Britain's waterways, particularly in hired boats.

On left—
IN THE QUIET OF THE COUNTRYSIDE: This view of the Thames tow-path at Goring was taken from the Oxford bank, looking downstream.

A CALL IS MADE AT A RIVERSIDE INN: Two cruisers are moored alongside the Anchor Hotel, on the River Bure, between Coltishall and Wroxham. In the Broads of Norfolk and Suffolk there is a navigable length of 100 miles of river, interspersed with several lakes, and in spite of the large number of craft the waters are far from overcrowded.

CRUISING ON CANALS: The Boat Inn is at Stoke Bruerne, on the Grand Union Canal. *On right*—Two pleasure boats meet on the Welsh section of the Shropshire Union Canal.

A CONVERTED CARGO-CARRYING BOAT: The *Water Rambler*, here seen passing the drawbridge at Thrupp, near Oxford, is being operated by British Transport Waterways on a weekly cruise between Oxford and Birmingham. The twenty passengers spend each night at hotels.

GUILLOTINE STOP LOCK: This is the junction between the Worcestershire and Birmingham Canal and the Stratford Canal. The old lock gate is operated by a guillotine-like device of cast iron.

neglected and fell into disuse and decay. This process made much of the system unusable, and when the canals were nationalised in 1947, the British Transport Commission only found part of the system in working order, and much of that neglected and not fully utilised.

Great credit is due to the Inland Waterways Association and its founder and vice-president, Mr. Robert Aickman, for influencing public opinion to encourage the preservation of the canals and for one particular use of them—recreation. It is largely due to this body's efforts that to-day many of the canals can be enjoyed by pleasure-cruising holiday-makers, either in their own boats or hire craft. Fleets of these are growing at many canal centres, and the total number is approaching that of about two-thirds available on the Broads. There are also "canal liners," converted commercial craft with single and double cabins, which take passengers for a week's or fortnight's cruise.

For the owner of private craft the main limitation is size, owing to the smallness of the locks on some of the canals. The beam must not exceed 7 ft. and the draught in many sections should not be more than 2 ft. There is also a great deal of weed in many places, and propellers should be so placed that they can be easily cleared. Some outboard engines, and particularly those of the boat-impeller type, are most suitable.

Hire craft are available from several centres, and one or two Thames firms have craft of suitable dimensions for cruising on the canals which can be entered in several places from the river. Specialised canal craft, either designed for the purpose or suitable conversions (some from commercial narrowboats), can be hired in a number of places on the Grand Union Canal and other principal canals. An example of such centres is Stourport, a charming Georgian town, built originally as a canal centre. From Stourport there is access to several canals through the Staffordshire and Worcestershire Canal, which connects the River Severn with the Trent and Mersey Canal. It also has junctions with the Birmingham Navigations and the Shropshire Union Canal.

The craft which can be hired are perhaps not always of such a high standard as those found on the Broads or the Thames. But it must be remembered that this industry is in the early stages of its development, and furthermore that use on the canals does not necessitate very solid construction. The prices are most reasonable in comparison, but it is advisable to ascertain beforehand what the craft is like, what kind of engine supplies the power, and what equipment is included in the hire charge.

It is difficult to make suggestions for those who want to savour the particular beauty and charm of the canals as to which should be their first choice. There are so many factors to be considered. On some canals the locks are more numerous and harder to work than on others, and the scenery offers great variety and divergence. On the whole, most canals cover a certain amount of urban areas as well as unspoilt country. The Oxford Canal, which can be entered from the Thames above Oxford, and leads to the Coventry Canal, has a charm of its own. This is expressed in the slogan used by one of the hire firms situated on its banks: "See the Real England by Waterway." On this canal it is possible to forget the modern world.

The Welsh section of the Shropshire Union Canal has the most grandiose scenery, and the view from the top of Telford's great aqueduct at Pont Cysyllte, where the canal traverses the Vale of Llangollen, is unforgettable. From the engineering point of view, the Bridgewater Canal is one of the most remarkable, as it includes the Barton Swing Aqueduct at its crossing of the River Irwell.

And so we could go on. The canal system is immense, and by and large very little frequented by holiday-makers. Provided that the Inland Waterways Association will be able to continue its fight for the maintenance of the canals as a giant national recreation ground, many lovers of the water and of little ships will enjoy the many and varied pleasures they can offer in the years to come.

THE BASIN AT STOURPORT: It was built in the eighteenth century as a canal centre, where the Staffordshire and Worcestershire Canal joins the Severn. For many years it formed an important trading centre between the Midlands and the sea.

18-MILE ASCENT BY BALLOON

An American Officer Sets a New Record

A large plastic balloon has carried a United States Air Force officer in a metal capsule to a height of 96,000 ft. over Southern Minnesota. This ascent has set up a new record for manned, lighter-than-air flight. The pilot of the balloon was Captain J. W. Kittinger, who remained at more than 18 miles above the earth before he "valved off" the helium in the balloon and descended. The balloon and its suspended capsule landed 6 hrs. 34 mins. after taking off. It came to rest in a small creek near Weaver, Minnesota, about 80 miles south-east from where it was launched. The flight was carried out as part of a series of tests of man's ability to endure high altitudes. These tests are being carried out by the Holloman Air Development Centre, of Alamagordo, to which Captain Kittinger is attached. This new flight betters by nearly four miles the old manned-balloon mark of 76,000 ft. which was set up last year by two Navy commanders. Captain Kittinger's flight was scheduled to last for most of the day, but it was shortened because of technical difficulties. The capsule in which he was accommodated during the flight was only 3 ft. in diameter and 7 ft. in height and it was pressurised before the take-off.

EN ROUTE TO A RECORD: A 280-ft. plastic balloon, attached to which is a capsule-like manned gondola (still on the ground), heads for the stratosphere en route to reach a new altitude record of more than 18 miles (96,000 ft.).

On right—

THE FLIGHT ENDS IN A CREEK: After reaching a new altitude record the experimental balloon comes to earth in a creek 80 miles south-east from where it took off. The ascent was one of the many tests being conducted by the United States Air Force in preparation for its "man high" project being held later this year.

AWAY INTO THE AIR: The balloon, with the capsule dangling from a parachute at the bottom, is airborne. The pear-shape at the top is the helium-filled portion of the balloon.

A WELCOME FOR THE "SPACE MAN": Still inside the capsule in which he rose to a record height, Captain J. W. Kittinger is congratulated by Major D. G. Simons, after landing in a creek. Major Simons is to attempt to break this record in another balloon. *On right*—Clad in a helmet and pressure suit, Captain Kittinger checks scientific equipment in the gondola before taking off. He was scheduled to stay in the air for most of the day, but a breakdown in communications forced him to land earlier.

A SEASLUG TEST MISSILE IS FIRED FROM H.M.S. "GIRDLE NESS": These two pictures show the Royal Navy's ship-to-air guided missile being fired from the ramp on the fo'c'sle of the guided-weapon trials ship during recent tests at sea. The triple ramp launcher is automatically fed from a magazine below decks. The first ships in which the weapon will be fitted are the four guided-weapon destroyers which have already been ordered by the Admiralty. Although they are to be based on the design of the present Daring class ships, the four new vessels will be larger.

SEASLUG IN OPERATION

H.M.S. "Girdle Ness" Tests the Navy's Ship-to-air Guided Weapon

Seaslug, the medium-range weapon of Britain's Navy, which has been undergoing tests in H.M.S. *Girdle Ness*, is designed to engage any enemy bomber which evades the fighter defence of the Fleet. It is said to be capable of doing so at any height at which aircraft at present are able to operate. The missile is fired from a triple-ramp launcher placed in the fo'c'sle of the ship, and has a system of propulsion which consists of a sustainer motor and four boosts, the latter being jettisoned after propelling the weapon to supersonic speed. Although it is operated and fired from positions within the ship without anyone being required to be on duty in exposed places, many officers and men are required for the equipment's maintenance and firing preparations. But the number of men needed during actual operations is smaller than the crew of a conventional gun in a big warship.

The operator never sees the target at which he is firing the missile. It is detected at long range by radar, and subsequently plotted accurately for range, height and bearing. The details of range, course and speed are obtained by the missile guidance and control system and then used to position the weapon-launcher, thus enabling the operator to determine when to fire the missile.

Seaslug has been developed by the Ministry of Supply and tested at proving-grounds in Wales and Australia as well as undergoing more recent trials in the Navy's guided-weapon trials ship. All the seaborne equipment for the missile has, however, been developed by the Admiralty.

"THEY 'RE OFF!" FOR THE DERBY OF 1957: Mr. Alec Marsh, the starter, releases the tapes at Epsom. The Queen's horse, Doutelle (No. 1, on the right), gets quickly away. Among the horses beyond him and close to the rails is Crepello, the favourite. Although he made a poor start, he soon recovered and went on to win. However, the unhappiest start was made by the second favourite, Prince Taj (behind on the left). He turned round as the gate went up. Lester Piggott was the rider of the winner.

THE FAVOURITE WINS THE DERBY

Crepello and Lester Piggott's Year at Epsom

The 178th Renewal of the Derby Stakes will long be remembered for two very different aspects. On the pleasurable side a great many people, apart from backers, were delighted to see Crepello win. Since 1910 it has been axiomatic that short-priced favourites do not win the classic at Epsom. Sir Victor Sassoon's three-year-old started at 6 to 4. In spite of a bad start, Lester Piggott rode a splendidly-judged race and his final run-in was in the Donoghue tradition. Now, Crepello, with the 2,000 Guineas and the Derby to his credit, is two-thirds of the way towards winning the elusive Triple Crown (the treble is completed by the St. Leger). But it is to be hoped that there will be no repetition at Doncaster of the unpleasant feature of the Derby. It was one of the roughest races ever run within living memory of this classic. Afterwards many jockeys complained of interference, bumping, and of being impeded by horses dropping back. It would seem that some of the runners were not really up to the form required. Suggestions have been put forward that qualifications should be required from entrants.

AT THE MILE POST: Crepello is immediately behind the leading horse on the right. From this point Piggott, riding with splendid judgment, soon took him ahead. The winner is owned by Sir Victor Sassoon and trained by Noel Murless at Newmarket. Having also won the 2,000 Guineas, it is hoped that he will be the winner of the St. Leger and thus be the first to hold the Triple Crown since Bahram twenty-two years ago. Only fourteen horses have ever won the Guineas, Derby and St. Leger.

THE CRITICAL POINT OF THE RACE: The field at Tattenham Corner. Leading, third from right, is Brioche. The next horse to the left is Ballymoss, who was second, and immediately behind him is Crepello. To the left of Crepello is Apostol, and behind him Pipe of Peace (third). In the group on the left the three leaders, from left, are Lightehran, London Cry and Alcastus. Tempest, who finished fourth, is the last horse in this group. The two runners behind are Bois de Miel (left) and Chippendale II.

THE FAVOURITE PASSES THE WINNING-POST: Behind Crepello to the right is Ballymoss, ridden by T. P. Burns, and to the left of Ballymoss is Pipe of Peace (A. Breasley). The distances were a length-and-a-half and a length, and the starting prices: Crepello 6 to 4; Ballymoss 33 to 1, and Pipe of Peace 100 to 8. Nowadays, short-priced favourites are rarely successful in the Derby. The race was marred by some extremely rough riding and there were many reports afterwards of interference and bumping.

A GENERAL VIEW OF THE OPERATIONS ON THE NEW CONCRETE BRIDGE IN ST. JAMES'S PARK, LONDON: It is composed of pre-stressed concrete and it has been built to replace the old suspension bridge which stretched across the lake for many years. Dams were formed on either side of the bridge and the 200,000 gallons of water in between were pumped out. The new bridge was completed by a team of thirty workmen who worked throughout the night pouring lorry-loads of ready-mixed concrete into the wooden framework. The work had to be completed at one go to avoid seams forming in the concrete, and the men who were chosen for the job were given the previous day off to prepare themselves for the task. Throughout the hours of darkness they were aided by arc lights suspended from the tubular scaffolding. The old foot-bridge was a familiar sight to the thousands of people who walked in the park and it had served its purpose for 100 years. Expensive repairs became necessary, but a bequest of £23,000 by an anonymous donor could not be used for that purpose and the bridge was demolished. Plans were then prepared for a new bridge costing within that amount. According to the terms of the bequest, a start had to be made before the end of last year and the new bridge completed by the end of this year.

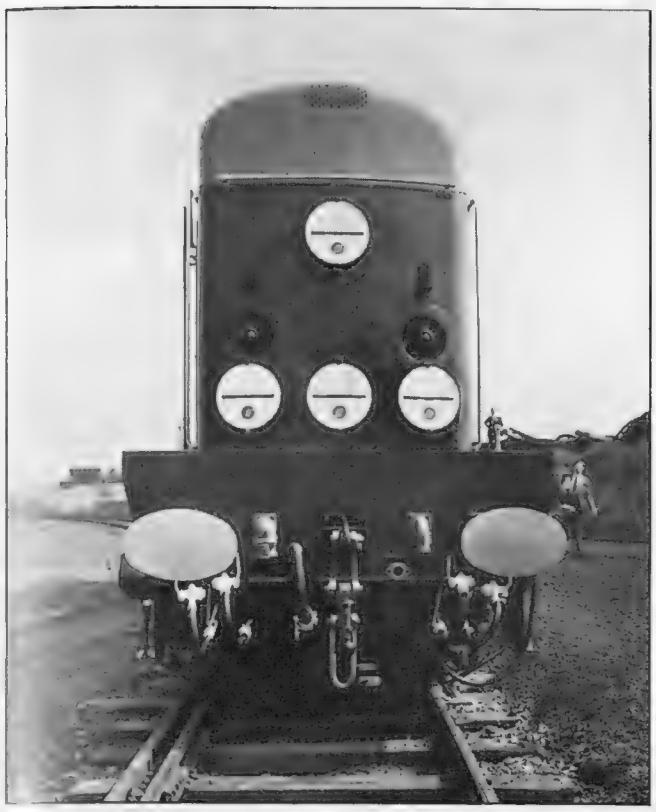
ALL-NIGHT OPERATIONS ON A NEW FOOTBRIDGE

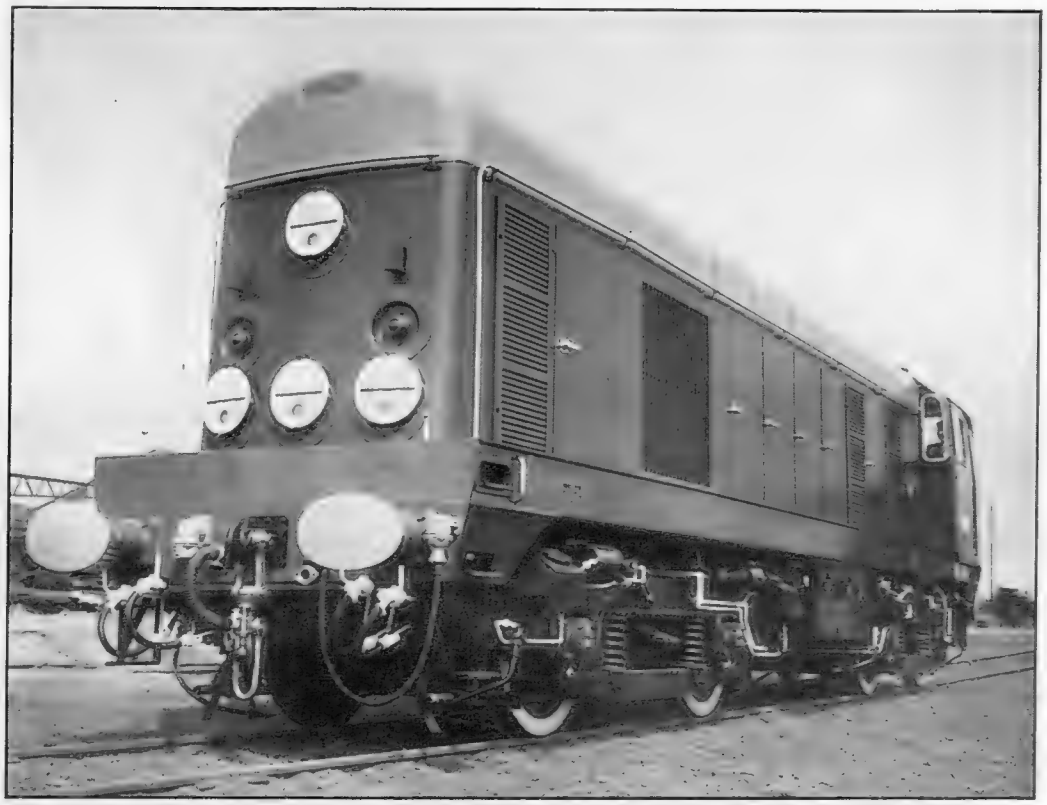
A Busy Scene in St. James's Park

WORK IN PROGRESS ON THE NEW BRIDGE: Workmen are seen tipping loads of ready-mixed concrete, brought at half-hourly intervals in lorries from Bermondsey, into the bridge mould. *On right*—The wagons holding the concrete are being directed into position. Arc lights were suspended from the scaffolding so that work could continue uninterrupted throughout the night. The men rested at midnight and by 6·45 a.m. the first stage of the operation was completed—fifteen minutes ahead of schedule.

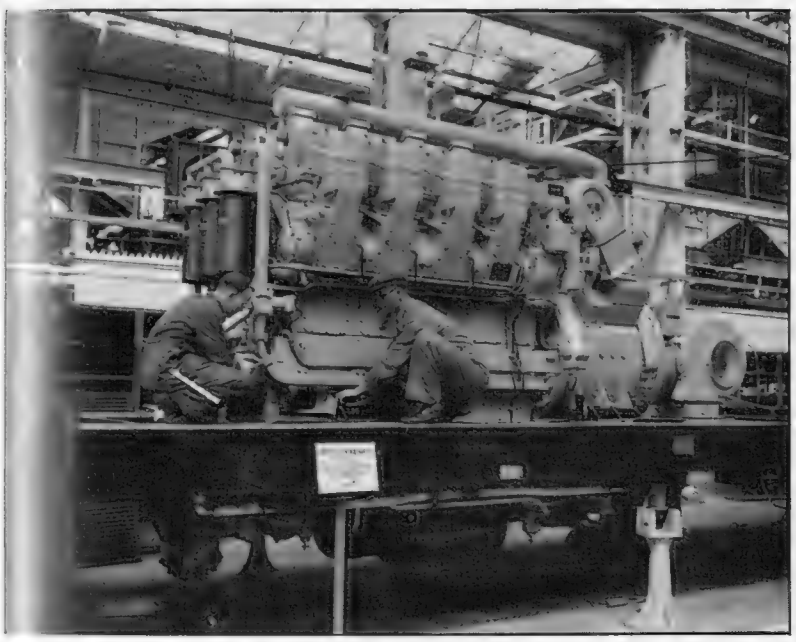
A Weekly Survey of Achievement in Britain and Overseas

PROGRESS IN INDUSTRY AND ENGINEERING

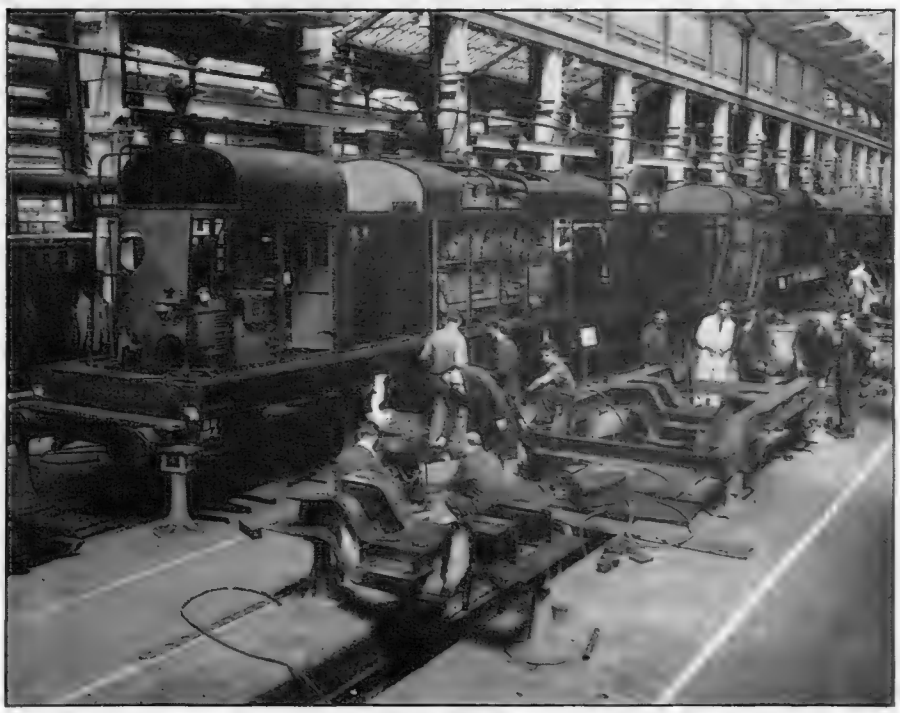




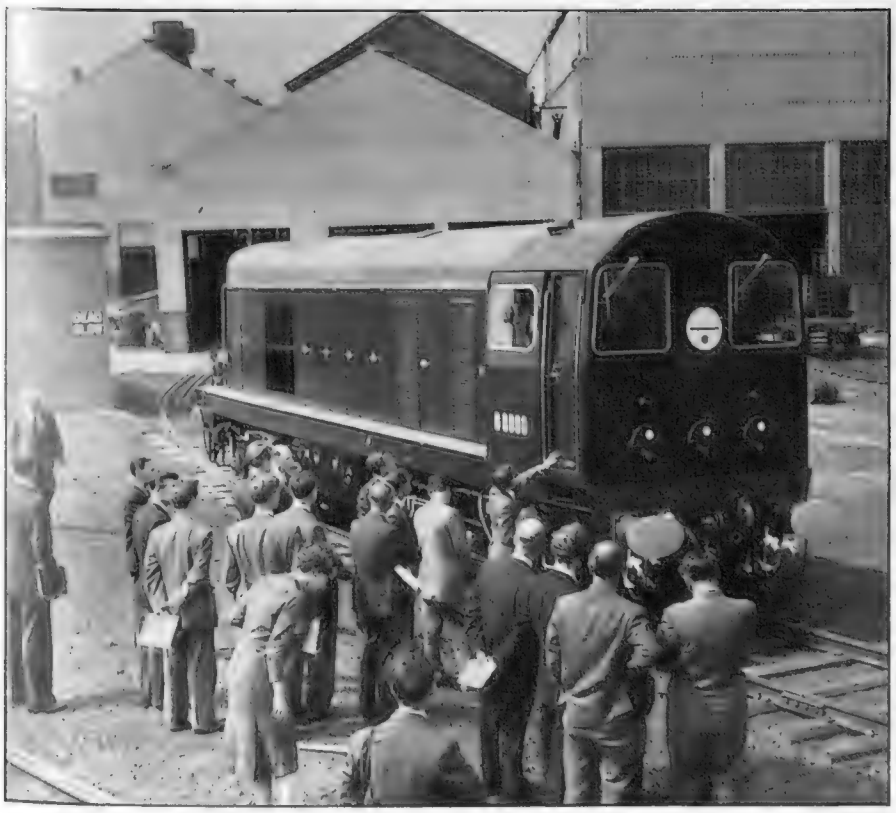
FOR BRITISH RAILWAYS : This is the first of the main line diesel-electric locomotives to be ordered by the British Transport Commission as part of the railway modernisation programme. It is a Type "A" locomotive and has been built by the English Electric Company Ltd., in conjunction with their associates, the Vulcan Foundry Ltd. Lord Rusholme accepted the locomotive last week for the Transport Commission from the builders at Newton-le-Willows, Lancashire.



T. POWER UNIT : The locomotive's diesel engine is the English Electric 8SVT type, developing 1,000 b.h.p. at 850 r.p.m. It has eight cylinders arranged in "V" formation and employs two exhaust gas-driven superchargers.



DIESEL ELECTRIC LOCOMOTIVES ON THE ASSEMBLY-LINE : They are under construction at the Vulcan Foundry. Twenty Type "A" locomotives have been ordered and they are intended for operation on the London Midland Region.



A DIESEL-ELECTRIC LOCOMOTIVE FOR BRITAIN

The 1,000 b.h.p. diesel-electric locomotive which was accepted by the British Transport Commission last week, is the first of twenty to be completed under the £1,200,000,000 plan for the modernisation of British Railways. The locomotives, intended for operation on the London Midland Region, are for mixed traffic, which means that they are suitable for passenger service or freight duty. They can also be operated in multiple with other locomotives of various types which are being built by both English Electric and other manufacturers.

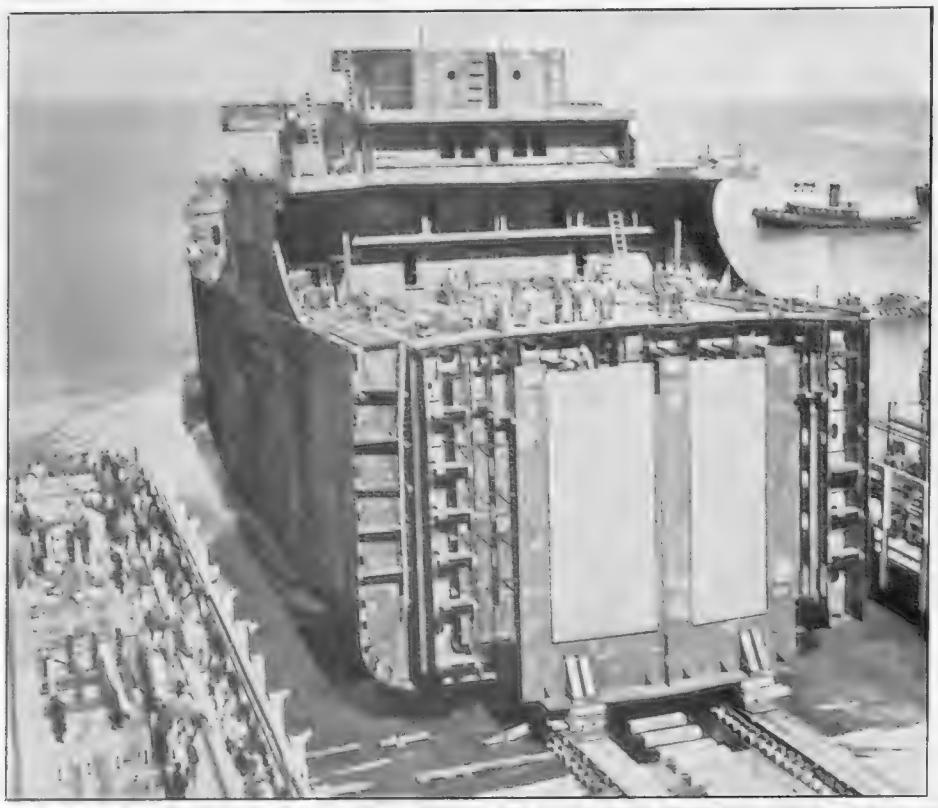
The weight of each locomotive in working order is 72 tons. Its length over buffer beams is 43 ft. ; the overall width is 8 ft. 9 ins., and the overall height 12 ft. 7⅝ ins. The superstructure is of the bonnet type and is carried on two-axle bogies which are of fabricated box-frame construction. It is powered by the English Electric 8SVT diesel engine, which has eight cylinders arranged in "V" formation and employs two exhaust gas-driven superchargers. The separately excited main generator is directly coupled to the engine and the two form a compact power unit to supply four traction motors each driving one pair of road wheels through single-reduction spur gearing. There is also an auxiliary generator which is overhung from the free end of the main generator to supply the exhauster, traction motor blowers, control gear, battery charging and lighting. The driving controls are duplicated to allow the locomotive to be driven in either direction.

In designing the Type "A" locomotive English Electric have borne in mind the experience of other locomotives previously supplied to both home and foreign railways. Altogether the British Transport Commission have ordered 170 diesel locomotives and as well as supplying the twenty Type "A," English Electric are to build ten each of Types "B" (1,100 h.p.) and "C" (2,000 h.p.)

On left—

AT THE HANDING-OVER CEREMONY AT THE VULCAN FOUNDRY : The new locomotive is seen during its inspection. English Electric also displayed examples of current production and development locomotives. Vulcan Foundry was founded by Robert Stephenson, in conjunction with Charles Tayleur, in 1830.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



AN AMERICAN WINE TANKER

Half a ship was recently launched in San Francisco. It was the forward part of what is said to be the first American wine tanker, and it is shown in the picture above sliding off the stocks after it had been most suitably christened with a bottle of champagne. Tugs took the fore section to a nearby dry-dock where the stern section was waiting to be welded to it. The tanker will carry Californian wine from the port of Stockton to New York. It is understood that altogether the cargoes will total 2,500,000 gallons a year. In Britain some firms already have tankers for importing wine. Ships are also used with mobile containers which can be transported from the vessel by rail or road. And, of course, much wine is imported into Great Britain from the vineyards overseas in cask or in bottle.

ROCKETS FOR EARTH SATELLITES

In the plant at Baltimore of the Martin Corporation, the public can now see something of the giant rocket assembly being manufactured to carry earth satellites into space during the International Geophysical Year. The missiles are known as Vanguard rockets. It is hoped that they will power the satellites to a distance of 1,500 miles above the earth, from where they will record and relay by radio valuable information to the ground. The Martin Corporation is responsible for some of the best-known American guided missiles, including the Matador, the Titan and the Viking.

On right—

NEW-STYLE FISHING-BOAT

A craft of unusual design made its trials on the River Milwaukee, in America, last month. Shaped like a saucer, its passengers consisted of two men and a woman with fishing-rods, who cast their lines over the side. The boat is 14 ft. in diameter and is powered by two 18-h.p. motors. Fitted into its well are comfortably-upholstered chairs for eight persons. It has been constructed by Evinrude Motors at a cost of 14,000 dollars (£5,000) to encourage boat-builders to break with tradition and seek new ideas in design of fishing-boats. Evinrude, well known for their out board motors, do not propose to manufacture the craft.

PRECAST CONCRETE STRUCTURAL FRAMES FOR NEW FLATS

Speed of erection is the notable feature of three blocks of nine-storey flats which are being built in Essex for Barking Borough Council to the design of the Borough Architect, C. C. Shaw. This is due to the use of a precast concrete frame which is shown during the course of construction. The frame is of a type previously used only for factories, schools and office blocks. All the columns, beams and floor units were cast in the factory of Messrs. Concrete Limited, at Hounslow, Middlesex, and erected by them with their own travelling cranes. The hollow concrete floor slabs were cast in units 7 ft. 2 ins. wide, some of which were shaped to fit the outlines of the building, with holes cast in them for such purposes as pipes and shutes.

The first block was started on August 22, 1956, and finished on January 10, 1957. Block No. 2 was started on February 11, 1957, and finished on May 23. Block No. 3, started on May 27, is planned to be completed at the end of July. The main contractors are Carlton (Contractors) Ltd.

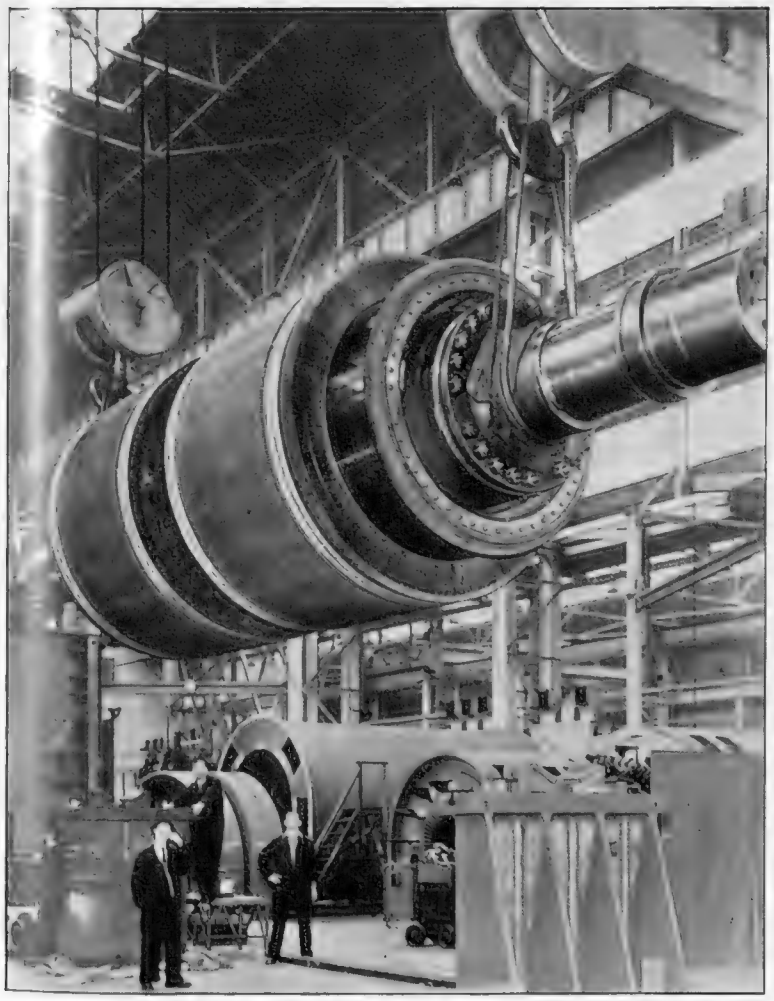
PREPARING A CANAL ON THE ST. LAWRENCE SEAWAY IN CANADA: Concrete is being poured into the structure which will form the lower gate of the canal lock at Iroquois, in Ontario, close to the Seaway's "power pool."

PROGRESS ON THE ST. LAWRENCE SEAWAY

On left—

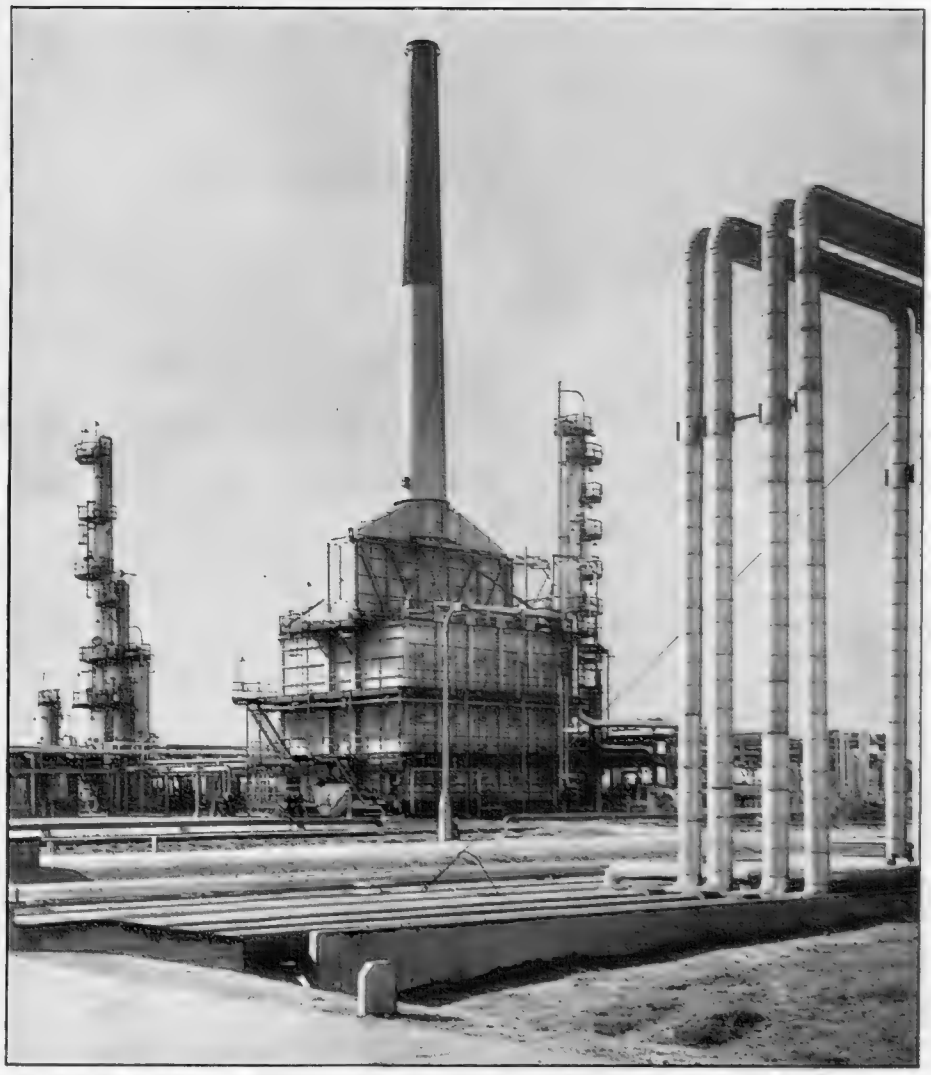
Construction work on the St. Lawrence Seaway and Power Project is going steadily forward according to schedule. At Iroquois, in Ontario, towards the western end of the new Seaway, the concrete walls of a canal, nearly a mile long, cut across what was once an extensive orchard. At present, the contractors are installing the components of a huge lock which will serve shipping from the ocean over 1,000 miles away. The concrete for the construction of the lock arrives at the site in four-yard buckets which are carried from the batching plant by trucks. A crane then lifts the buckets to pour the concrete into the wooden frames. Sometimes the excavations are turned into quagmires and the trucks have to be waterproofed to withstand the conditions.

The canal, together with its lock system, is being cut across Iroquois Point, at the head of the 35-mile "power pool" which is being created jointly by Canada and the United States. This project involves the installation of a total of thirty-two large water turbines—sixteen on the Canadian side of the border and the remainder on the U.S. side. Eventually, the plan is for a total installed hydro-electricity capacity of 2,200,000 h.p.



A 98-TON DOUBLE ARMATURE

This is one of the three double armatures which Metropolitan-Vickers Electrical Co. Ltd. are making at their Trafford Park Works in Manchester. It is designed for the 8,000 h.p. reversing motors for the new universal beam mill installation at the Lackenby Works of Dorman Long (Steel) Ltd. Each of the three reversing motors has an emergency operating peak rating of 24,000 h.p. and the commutators are designed for 8,000 amps. The armatures are 9 ft. in diameter, and the overall length of the double armature is 35 ft. 6 ins. The weight of the massive double armature is 98 tons.



A CATALYTIC REFORMER COMES INTO SERVICE

The Catalytic Reforming Unit seen in this picture is at Mobil's Refinery at Coryton, in Essex, and is designed to improve the quality of high-octane petrol. Although it was completed last autumn it has only just gone into operation because of the uncertainty of crude supplies during the Suez crisis. The unit, which is capable of processing 6,000 barrels of low-octane naphtha per day, consists essentially of a pretreater for the removal of sulphur and three reactors which employ a platinum catalyst. The construction work on the unit was by Bechtel International Ltd. A picture of the arrival of the first Mobil tanker at Coryton after passing through the reopened Suez Canal is on page 412 of this issue.

FROM RACING TO HOLD-UPS

More News of Motor-car Racing; Another Look at the Humber Hawk; a New British Three-wheeler; Road Problems, and a Continental Model

By "THE SPHERE" MOTORING CORRESPONDENT

THAT was a first-class performance by the new Aston Martin at Nurburgring! In winning the 1,000-kilometre race at a record average speed of 82 m.p.h. in the 3-litre DBR-1, Tony Brooks brought off the greatest victory ever achieved by Mr. David Brown's team. It was in some ways the best win ever recorded by a British sports car, for that 14-mile Nurburgring circuit, snaking and writhing through the wooded Eifel Mountains of Germany, is a killer; and the Aston team was battling against the full strength of Italy's Ferrari and Maserati teams.

Maseratis had a lot of trouble and some bad luck, including the loss of a wheel by Stirling Moss, co-driving with Juan Fangio. Two Ferraris finished second and third, and they were both driven by Englishmen—Peter Collins (with Oliver Gendebien as his partner) and Mike Hawthorn (paired with Maurice Trintignant). Brooks was helped by another brilliant young English driver: Noel Cunningham-Reid.

Aston Martins now find themselves in third position in the world sports car championship, but they will have to do very well indeed in the remaining title events (Le Mans on June 22-23 and the Swedish Grand Prix on August 11), and Ferrari and Maserati will have to fare very badly indeed, if the British team is to win the world crown after a late start.

Two week-ends before his success at Nurburgring Tony Brooks had shown the mettle of the new Aston Martin by winning the Grand Prix of Spa, in Belgium, which is not a championship event. And in between these two sports-car victories Tony, twenty-five-year-old Manchester dental surgeon, had finished second, just behind the great Juan Fangio, in the Monaco Grand Prix in a British Vanwall.

The new Humber Hawk, which I wrote about in my last notes, has had an encouraging reception in the trade, and early reports from foreign markets suggest that the reaction overseas has been equally favourable. It really is a genuine six-seater, and Sir Reginald Rootes claimed, when speaking at the London party at which the new car was launched, that "it is the easiest car to get in and out of that we have ever made."

Mr. Bernard Winter, engineering chief of the Rootes Group, told me that he wouldn't be surprised if the new car, relative to its size, offers more room inside than any other car in the world, not excluding the giants of Detroit. There is a fantastic amount of room in the back of the new Hawk and the rear doors open unusually wide. In fact, they stick out at right-angles to the body when fully open; and there 's no sign of any wheel arch.

To anyone purchasing a Hawk I would strongly recommend—if he can afford it—that he buys for an extra £52 10s. (tax included) the individual reclining seats offered by the makers. The back of the seat folds down almost to the horizontal position in the most simple kind of way. All you have to do is press a neat little lever at the side of the seat and push gently against the squab.

I have had an opportunity of trying out the new Hawk with both synchromesh and automatic gear-box, and with either form of transmission I found it a most attractive car, with an excellent top gear performance, comfortable suspension and improved steering and braking. The 4-cylinder engine pulls smoothly, and although the cubic capacity is only 2,267 c.c., it is more than adequate for the use of the Borg-Warner automatic transmission which is offered as an optional extra.

A NEW ATTEMPT ON THE WORLD SPEED RECORD: A side view of the specially-designed M.G. 1½-litre car in which Stirling Moss, the British racing driver, is to attempt to establish a new world speed record for International Class F (up to 1,500 c.c.) cars, at Bonneville Salt Flats, in Utah, in August. The record for cars of this type is 204·2 m.p.h.

INSIDE AND OUTSIDE: *Left*—With the front of the car lifted away, Stirling Moss sits in the driving seat. Measuring the distance from the front of the car to the wheel is Sydney Enever, Chief Engineer of the M.G. Car Company and the car's Chief Designer. On the left is Mr. John Thornley, the Managing Director of the Company. *Right*—An almost head-on view of the car.

A new British three-wheeler is announced: the Coronet, built by Coronet Cars, Ltd., a firm associated with Blue Star Garages, who are acting as distributors in the U.K.

It is a good-looking car, with a plastic body and a 328-c.c. Excelsior twin two-stroke engine mounted at the rear. No attempt has been made to compete on price with the lower-powered Bond Minicar. It is a luxury job, as three-wheelers go, and sells for £448 12s. 6d. including tax. That is more than the Ford Popular, Britain's cheapest full-sized four-wheeler. But the tax is only £5 a year, and the makers claim she will do 50 miles to the gallon in ordinary everyday use. There is one bench seat and it is wide enough for three adults or two adults and two children. There is a fair amount of space for luggage and parcels, a well-designed hood and top speed is said to be 60 miles an hour.

I hope Mr. Harold Watkinson, Minister of Transport, really meant what he said when he stated that the fly-over must supersede the roundabout. Actually, he inserted the word "gradually" in between "must" and "supersede," and that may take the gilt off the gingerbread for British motorists.

On the face of it, it was an important declaration of policy, for up to now the Ministry of Transport has pinned its faith to the roundabout as a major solution of traffic problems. Unforunately, roundabouts have the effect of slowing traffic, whereas the object of the Ministry's traffic experts should surely be to keep it moving as efficiently as possible.

Provision has already been made for a number of fly-overs or under-passes in the County of London Development Plan, including an under-pass for the northern approach to the reconstructed Albert Bridge and a fly-over for the southern approach to Wandsworth Bridge. But so far the authorities have not gone far enough in their use of this "three-dimensional" traffic engineering. Other countries, including France, Italy, Germany—and, of course, the United States—have exploited it to the full, with beneficial results.

Road traffic is growing all the time. A census taken by the Transport Ministry last August at 100 different points in England and Wales showed an increase of nearly one-fifth in two years. While it is a good thing that at long last some new roads are being built in the United Kingdom, and while motorists will welcome the completion of the motor roads now scheduled for construction, it is not much good giving a motor vehicle a clear, fast run from city to city if it is going to get bogged down in urban traffic congestion.

It is the busy cross-road which causes most hold-ups, like London's Oxford Circus, where traffic lights are used to stop first one stream of traffic and then the other. This time-wasting stop-go process could be avoided by the provision of a fly-over or under-pass. It would keep the traffic moving, and any suggestion that Regent Street and Oxford Street are two narrow for this treatment, as I heard an M.P. remark the other day, is a lot of nonsense. London and other big cities will need plenty of tunnels and viaducts before many years are out.

I try out foreign cars whenever I can, if only to compare them with British products, and I recently had the opportunity to make a long run in a Lancia Aurelia Gran Turismo. Here is a real Italian thoroughbred which it was a pleasure to drive from the word go. The 2,451-c.c. engine has six cylinders in two banks of three, arranged in V-formation. With a compression ratio of 8·4 to 1, this well-built power unit develops 110 b.h.p. at 5,000 r.p.m.

Top speed is 110 miles an hour and you can do 75 in third gear. Acceleration is impressive, and given a good straight road and the right traffic conditions, the Aurelia will swish along at 80 m.p.h. in the most effortless way. The suspension is unusual by British standards. The independent coil springing at the front is conventional, but at the back there is semi-independent suspension, with rigid axle and swinging half-shafts. This is a combination which gives the Lancia first-class road-holding and cornering.

The Gran Turismo Aurelia is a two-door saloon with a small and rather cramped rear seat. The doors shut with the sort of click you only get with a quality car. I liked the car's ingeniously-designed ashtrays and the 16-gallon tank with a 1¼-gallon reserve. I did not, however, think the front seats as comfortable as they should be in a car which in Britain costs, with tax, £3,346. The window-winding mechanism is so low-geared that you cannot get the windows down quickly to give a sudden signal.

Driving round London the other day in a Triumph TR2 hardtop was a young man from Malaya, Mr. A. T. Rajah. He had driven that car, which he bought second-hand, all the way from Madras, to which place he shipped the car from Singapore. He travelled 12,317 miles and his petrol consumption worked out at 26·5 m.p.g. In spite of many adventures, lack of proper roads over great distances and extremes of climate, the Triumph—not the sort of car designed for such journeys—reached London without developing a single mechanical defect.

I have just done a large mileage in the later Triumph sports car—the TR3—and I can add my own testimony to its reliability and fuel economy. This model has disc brakes on the front wheels, and I found them of great advantage in mountainous country, on roads where drum brakes normally show signs of "fade."

The Standard Motor Company is hoping to sell 5,000 TR3s in the U.S. alone this year—double their American sales in 1956. I am not at all surprised by this growing popularity of the Triumph. It is excellent value for money.

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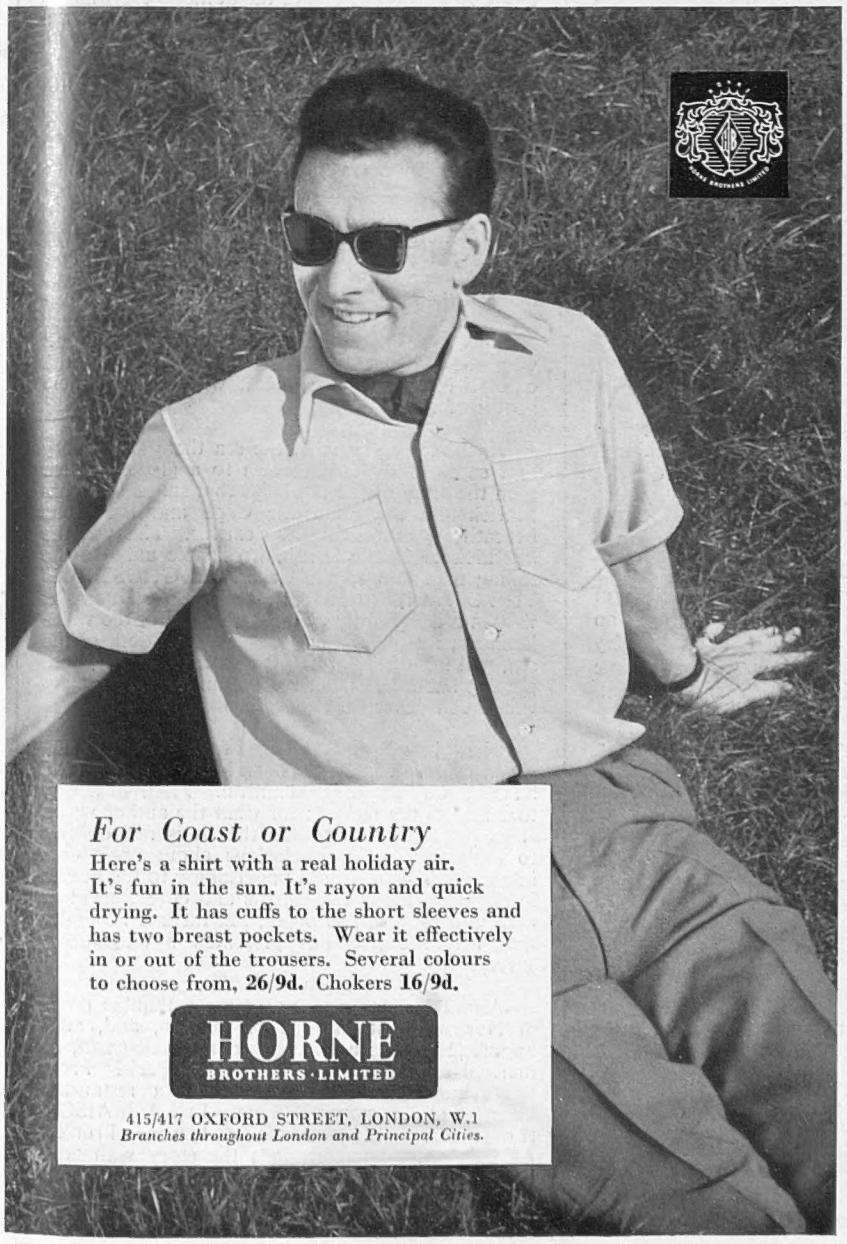

The World of Books: By VERNON FANE

HEROES OF WARTIME FRANCE

The Courage of Resistance Leaders; The Life of Phillips Oppenheim; Cosmetics and Birds; Novels of Life To-day and Yesterday, and New Thrillers

ORGANISED in London, trained in England and helped immeasurably by English supplies as by English courage, it was yet inevitable that four of the greatest heroes of the Resistance in Occupied France should have been Frenchmen. Of these men and their extraordinary deeds, Mr. Eric Piquet-Wicks writes in FOUR IN THE SHADOWS (Jarrolds. 16s.). Eventually all four were betrayed and captured by the Gestapo. Two of them swallowed poison rather than betray their secrets to the enemy. Another, tortured almost to unconsciousness, jumped out of a fourth-floor window. The fourth, and perhaps the greatest of them all, was a brilliant organiser of the underground networks. He could have told the Germans all they wanted to know about the Resistance, but he never spoke and they beat him to death. From his own wartime work with Special Operations Executive, the author writes with a real understanding of his theme of courage.

MAN THE ROPES (Hodder and Stoughton. 12s. 6d.) is the autobiography of Mr. Augustine Courtauld, explorer, sailor, philanthropist and family man. It was in 1931 that Mr. Courtauld first made the headlines, being snowed-up alone in a tent on an icebound Arctic plateau for a winter of solitary confinement that would have driven many men out of their senses. Since then he has served in the Royal Navy, taken part in expeditions to the Arctic as well as the Sahara, sailed his yacht in many waters, served his county of Essex, being at one time High Sheriff, and, as is apparent on almost every page, enjoyed himself thoroughly. His story is told with a certain artlessness and bluff good spirits. It is disjointed, even jerky in its style, but surprisingly readable.

In my youth the name of E. Phillips Oppenheim was synonymous with books of gilded adventure : gilded, because the settings were so often the best hotels and casinos ; adventurous, because this splendid wielder of improbabilities had an invention which was fresh and reliable as a good spring. Now Mr. Robert Standish has written the life-story of this remarkable man, THE PRINCE OF STORYTELLERS (Peter Davies. 16s.). Having had the privilege of knowing this coruscating figure, immensely friendly, never quite ridiculous in spite of his major and minor gestures, and in spite of all his escapades, having a loyal and extravagant heart, I can say that the biography has been written in just the spirit of candid, worldly understanding which " Oppy " would most have enjoyed.

A DICKENS HOUSE TO BE DEMOLISHED: The house in Devonshire Terrace facing Regent's Park, in London, where Dickens lived from 1839 to 1850, is to be pulled down. Appeals for a preservation order to both the L.C.C. and the Minister of Housing have been rejected. It was in this house that the author's fame reached its zenith. Here he wrote *Dombey and Son* and *David Copperfield*.

The next two books treat, with equal concentration, of the artificial and the natural life. First, Mr. Neville Williams' volume, POWDER AND PAINT (Longmans. 18s.), is a history of the Englishwoman's toilet from the age of the first Queen Elizabeth to our own days, and contains some eye-opening statements about the early uses of cosmetics. Nowadays, when such a vast proportion of women use some kind of make-up, it seems extraordinary that there were so many risks connected with creams and powders, and even more extraordinary that these risks were taken. It is heartening to read that the good sense of the customers is matched to-day by the commercial honesty of the purveyor.

As for the natural aspect, this is represented by Mr. Eric Simms, who has written VOICES OF THE WILD (Putnam. 21s.) and illustrated it with some wonderful photographs, many of them taken by that master of bird-photography, Mr. Eric Hosking. The author treats mainly of birds visited in inaccessible parts of these islands, but he also has a fascinating chapter on badgers, their habits and, most analytically, their language. But bird-watching itself comes first.

There may have been a drought in the early part of this summer but, thankfully, it has not affected the growth of the list of new novels. OUR GLAD (Michael Joseph. 15s.) is one of these : a story that goes a long way towards discounting the dictum that back-stage plots are bound for failure. Or, if not failure, indifference. Joyce Warren has written about an exceptional singer and actress who comes from the north country and has many of the qualities highly lauded there. The " will-she-won't-she " tension (in this case relating to a prosperous contract) is what keeps the book going.

THALIA (Cassell. 15s.) is a highly feminine novel. Mrs. Frances Faviell has written about an English girl in a household in Brittany which she disrupts in one emotional way and another, but what is far more interesting about the book is Mrs. Faviell's acute recording of the Breton scene.

TONGUES OF ANGELS (Secker and Warburg. 18s.) is Miss Sylva Norman's social-political fantasy about a splendidly visionary fellow called Kussenmacht who had an idea about Saving Art—the capital letters are appropriate. The scene of his venture is, presumably, Switzerland. Clever, if specialised.

Two novels celebrate the role of the fighter in the air. Mr. Andrew Geer's CANTON AIRLIFT (Collins. 15s.) is much more than ordinarily exciting. The scene is China and the Pearl River during the last days of the civil war, and the chief protagonist is an American flyer who owns a local transport line. This is a book of contemporary adventure and, in my view, an excellent one. THE HUNTERS (Heinemann. 15s.) is another book by a man who could, if he wished, rely on experience as well as invention. Mr. James Salter has been a fighter-pilot who, in this novel, writes about a fighter-pilot in the Korean war and achieves an admirable spareness of expression and an exceptional kind of friendly toughness.

RACHEL CADE (Collins. 15s.) is another story—there have been several in the past few years—about the impact of Africa on an American. In this case the American is a lady medical missionary from Kansas who arrives in the Congo to find the difficulties of language, hostility and custom but remains to establish both herself and her calling. Mr. Charles Mercer writes of Africa with affection and respect.

BROTHER SURGEONS (Putnam. 16s.), by Garet Rogers, is a reconstruction of the lives of two medical men who made their impact not only on London in the eighteenth century but on surgery throughout the world : William Hunter, the immaculate and ambitious, and John, the boorish and brilliant. An interesting and painstaking work.

THE RELUCTANT ABBESS (Hutchinson. 15s.) is Mrs. Margaret Trouncer's novel about life in a cloistered but extremely active community in the France of the seventeenth century. Mrs. Trouncer writes of this especial kind of dedicated existence with an acute, comprehending mind. The present novel is the story of Mère Angelique Arnauld, who spent her life in convents, at first rebelliously as a girl and later, with a fresh access of faith, reforming her own convent of Port Royal with a harshness that was unparalleled.

Three thrillers are each much too good to miss. Mr. Julian Symons' THE COLOUR OF MURDER (Crime Club. 10s. 6d.) is a first-rate story of crime and the wrong punishment. THE FLOODS OF FEAR (Eyre and Spottiswoode. 12s. 6d.) is Mr. John and Mr. Ward Hawkins' extremely exciting story of escaped convicts in a river catastrophe. Mr. John Dickson Carr's FIRE, BURN ! (Hamish Hamilton. 13s. 6d.) is his best and most mysterious tale for many years.

FRIENDLY FIGHTERS

The Amiable but Tough Kachins

In the sordid, heroic years after the Japanese poured across from Siam heading for Malaya, Burma and India to the time when the tattered remains of the Imperial armies were escorted behind barbed wire, no people fought with greater resolution than the Kachins. Instead of sitting on the fence, they came down well and truly upon the Allied side. Ian Fellowes-Gordon calls his book about these people of North Burma, who combine such great valour with such personal charm, AMIABLE ASSASSINS (Robert Hale. 15s.). He shows us one phase of the Second World War which was fought with ruthlessness, but with amazing good humour, against a scenic background of Himalayan beauty. In these remote regions, where no man had ever seen a car or a wheelbarrow, supplies were dropped from the air and the Kachins soon became adept at spotting friendly from enemy planes, transports from fighters almost without glancing at the sky. Mr. Fellowes-Gordon writes not only of the Kachin war from his own personal knowledge, but has gleaned much information from others who were at the front before he himself joined the Kachin Levies.

There is a richness and variety in the Australian scene that gathers pace with the tide of immigration. If one looks beyond the great cities of Sydney, Melbourne, Adelaide, Brisbane and Perth it is not hard to discern the establishment of an entirely new tradition. Australia, indeed, has, despite its youth, a surprising number of festivals rooted in tradition, not least the Feast Day of Our Lady of Martyrs, the day of the blessing of the fishing-boats of Fremantle, or the Jacaranda Festival, of Grafton, New South Wales, or the great vintage festival of the Barossa Valley. Bill Beatty describes these many and various manifestations in his book, BEYOND AUSTRALIA'S CITIES (Cassell. 18s.). His search is for the unusual, his intention always to uncover absorbing factual information, much of which we can hazard is little known even in Australia. Many good books have come out of Australia in recent years, and here is one of special character, delight and charm.

MADELEINE FÉRAT (Elek Books. 16s.) is the latest of the new translations of the works of Emile Zola. It was one of the author's early major novels, a story of love and jealousy and the eternal triangle. Frankly a melodrama, *Madeleine Férat* is, of course, unadulterated with modern psychology. To present-day readers it may all be a little dire. However, this makes interesting and profound reading, with the characters etched needle-sharp. The theme of the novel is the theory that a first love-affair can so affect a woman that she is, subsequently, incapable of true relations with another man. This story is deep-rooted in the ideas and style of its time, and it has the inevitability of true tragedy ; how well can Zola set a mood and indicate an atmosphere ! In reading certain passages one has the feeling of looking at a French Impressionist painting. The work is excellently and sensitively translated by Alec Brown. The book will not give joy to anyone, save perhaps the enterprising publishers, but it will satisfy as few novels of to-day satisfy.

In the long drama of the sea there is no story that captures the imagination to a greater degree than the story of the tall ships that sailed out from Mariehamm to round the Cape and the Horn beneath a press of towering canvas. This was the last kick of romantic sail, irresistible alike to the sailing man and to the writer. In GHOSTS ON THE SEA-LINE (Cassell. 30s.) A. A. Hurst has written a delightfully discursive record of the windjammers, full of anecdotes and the wisdom of the sea, and full of the knowledge of those ships whose passing has taken from the sea an æsthetic quality which can never be replaced.

The " how " and " why " of evolution are surveyed by H. E. L. Mellersh in his new book, THE STORY OF LIFE (Hutchinson. 21s.), in a way that flatters the reader ; for what the author writes is so painlessly assimilated that it is not difficult to draw optimistic conclusions about one's own intelligence. It is a bold undertaking to tell people in simple terms of the genesis and development of man in a span of 260 pages, but there is no doubt that Mr. Mellersh has presented a magnificent survey.

Alfred Prunier ran away from a humble home in Normandy at the age of thirteen, and, after apprenticeship as a dishwasher, and cellarman, he married and started a restaurant in Paris. From those humble beginnings stemmed a restaurant business of international fame. In LA MAISON (Longmans. 21s.) Madame Simone Prunier, Alfred's granddaughter, tells the story with zest, becoming pride and a wealth of anecdotes about the great and the near-great who have passed through the portals of Prunier's in London and Paris.

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